

Appendix C

***Coastal Zone Management Act (CZMA)
Consistency Determination
for Proposed BRAC Implementation
at Fort Belvoir***

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Coastal Zone Management Act (CZMA) Consistency Determination For Proposed Implementation of BRAC at Fort Belvoir

This document provides the Commonwealth of Virginia with the Fort Belvoir Consistency Determination under CZMA section 307(c) (1) and 15 CFR Part 930, sub-part C, for implementation of BRAC actions at the installation. The information in this Consistency Determination is provided pursuant to 15 CFR section 930.39. The proposed action involves those activities described below.

[The following paragraphs of text summarize the proposed federal activity. A full description of the proposed activity may be found in the Environmental Impact Statement for the Implementation of the 2005 Base Realignment and Closure Commission's Recommendations and Related Army Actions at Fort Belvoir, Virginia, which is incorporated by reference into this Consistency Determination].

In July 2006, the Army considered three conceptual development strategies to address the question of where facilities could be sited for a net increase of 22,000 personnel being assigned to Fort Belvoir.¹ That review process resulted in identification of a preferred land use strategy that reflected the best aspects of each of the three conceptual development strategies.² The preferred land use strategy was then used as the basis for the proposed amendment to Fort Belvoir's land use plan.

Accommodation of personnel being realigned must take into account the needs of six major groups slated for realignment by the BRAC Commission: Washington Headquarters Services (WHS), consisting of WHS and elements of the Office of the Secretary of Defense and defense agencies; National Geospatial-Intelligence Agency (NGA); various Army entities moving from leased space in the National Capital Region (NCR) (collectively referred to as *Army Lease*); U.S. Army Medical Command³ (MEDCOM); Program Executive Office, Enterprise Information Systems (PEO EIS); and Missile Defense Agency Headquarters Command Center (MDA HQCC). Details of the BRAC Commission's recommendation can be found at <http://www.brac.gov>.

Proposed Facilities

The proposed BRAC facilities would be sited as follows. NGA and WHS would be on the eastern portion of EPG. Army lease units, agencies, and activities would be on South Post at sites on Gunston Road and Belvoir Road. The Dewitt Army Community Hospital complex would be on the South Post golf course. PEO EIS and MDA would be on South Post at sites on Gunston Road and Belvoir Road. Other associated actions supporting these functions, such as child care facilities and the Post Exchange expansion, would be located at various sites throughout Fort Belvoir.

Construction and renovation of facilities to support approximately 22,000 additional personnel at Fort Belvoir would result in more than 7 million square feet of new and renovated built space and about 7 million square feet of parking structures.

¹ The three conceptual development strategies—Town Center, City Center, and Satellite Campus—are discussed in detail in Section 3.0, Alternatives.

² Chief considerations in evaluating the conceptual development strategies included transportation needs, environmental constraints, utilities and infrastructure requirements and availability, security, existing and future development potential, constructability, implementation (schedule and risk), and cost.

³ This group essentially involves relocations of functions and personnel from Walter Reed Army Medical Center to a new DeWitt Army Community Hospital proposed at Fort Belvoir.

Fort Belvoir would require essentially two types of construction projects. First, Fort Belvoir must construct or renovate facilities to create working space or other types of special use space for the proposed additional workforce. Second, Fort Belvoir must expand its general support capabilities to meet the needs of a larger on-post population.

The following provides details on facilities construction and renovation projects that are proposed to occur through fiscal year 2011.

- *NGA Administrative Facility* (65416, Fiscal Year (FY) 2007-11, Map Number (MN) 1 in Figure 2-6). This project would provide a 2,419,000-square-foot Sensitive Compartmented Information Facility for use by the NGA sited on east EPG.
- *WHS Administrative Facility* (64234, FY 2008–10, MN 2). This project would provide 2,219,000 square feet of secure administrative space for various units, agencies, and activities relocating to Fort Belvoir from leased facilities in the NCR sited on east EPG. The project would include uninterruptible power supply and standby power generation.
- *MDA Facility* (MDA 580, FY 2008–09, MN 3). This project would provide a 107,000 square foot administrative facility to serve as the MDA Headquarters Command Center sited in the 200 Area on the South Post.
- *Hospital* (64238, 65676, and 65677, FY 2008–10, MN 4). This project, incrementally funded, would provide a new hospital. Primary facilities would include the hospital (868,800 square feet), special foundations, central energy plant, helipad, ambulance shelter (2,200 square feet), vehicle parking garage, and building information systems sited on South Post golf course.
- *Dental Clinic* (64241, FY 2010-11, MN 5). This project would provide a 16,000-square-foot expansion to the existing dental clinic in Building 1099.
- *North Atlantic Regional Medical Center Headquarters (NARMC HQ) Building* (65871, FY 2009, MN 6). This project would construct a 50,000-square-foot general administration building sited on South Post golf course.
- *Corps of Engineers Integration Office (Temporary)* (FY 2007, MN 7). This project would involve the location of approximately 36,100 square feet of temporary facilities to house personnel of the Baltimore District Corps of Engineers. One facility would be located on EPG, north of existing Cissna Road and northwest of Building 5073, and another on the proposed hospital site.
- *Infrastructure* (64097, 67487, and 67959, FY 2008–10, MN 8). This project would provide a 25,000-square-foot communications center, access control facilities, one 10,000-square-foot heating plant building, one 10,000-square-foot refrigeration and air conditioning, and water, sewer, and electrical services for the EPG. The project includes approximately 80 acres of new road surfaces, replacement of two bridges, and construction of one new bridge. The project also includes demolition of 57,000 square feet of existing space.

- *Emergency Services Center* (64076, FY 2008, MN 9). This project would provide 14,700 square feet of space and 15,000 square yards of maintenance apron for emergency services functions at EPG.
- *Network Operations Center* (part of PEO EIS) (65448, FY 2010, MN 10). This project would provide a 6,525-square-foot operations center, a 10,000-square-foot storage area, and a 14,000-square-yard satellite yard sited on southern portion of South Post.
- *U.S. Army Nuclear and Chemical Agency Support Facility* (65447, FY 2008, MN 11). This project, which would provide 20,000 square feet of space, is required to support U.S. Army Nuclear and Chemical Agency (USANCA) personnel as part of BRAC 2005. Building 238 would be renovated to accommodate USANCA personnel.
- *Child Development Center* (NGA) (55661, FY 2011, MN 12). This project would provide a child development center having 19,590 square feet of space and a 24,430-square-foot outdoor area for 244 children sited on east EPG.
- *Child Development Center* (EPG) (55662, FY 2011, MN 13). This project would provide a child development center having 24,000 square feet of space and a 40,300-square-foot outdoor area for 303 children sited on east EPG.
- *Administrative Facility* (Buildings 211, 214, 215, and 220) (65450, FY 2011, MN 14). This project is required to implement BRAC 2005 by modernizing existing facilities to provide 133,000 square feet of general and secure administrative space and structured parking for various units, agencies, and activities relocating to Fort Belvoir from leased facilities in the NCR sited in the 200 Area on the South Post.
- *Access Control Point* (63571, FY 2009, MN 15). This project would construct an access control point (ACP) with vehicle inspection station, access control building (280 square feet), booth, and canopy, vehicle turnarounds, security lighting, and backup generator, and a two-lane access road (306,000 square feet) with sidewalks/bike path, street lighting, drainage, traffic signal, and Richmond Highway (U.S. Route 1) left and right turns. The access point is sited just north of U.S. Route 1.
- *AMC Relocatables* (66228, FY 2007, MN 16). This project would purchase the facilities at Fort Belvoir that were procured to house the headquarters function of the U.S. Army Materiel Command (AMC). Facilities consist of two modular, two-story office buildings having a total of 230,000 square feet of space. These buildings include open and closed office space along with special purpose areas to include an Emergency Operations Center (EOC), sensitive compartmented information facility (SCIF), auditorium, secure and nonsecure conference rooms, video teleconference center, technical library, data process center, and office support space. The facilities are located along Gunston Road.
- *PEO EIS Administrative Facility* (65592/67231, FY 2007, MN 17). Project Number 65592 would provide 290,000 square feet of general administrative space and a parking garage, and Project Number 67321 would provide an additional 157,400 square feet of secure administrative space sited in the 200 Area on the South Post.

- *Structured Parking Facility, 200 Area* (54347, FY 2011, MN 18). This project would construct a parking structure with a capacity of 400 parking spaces in the 200 Area of South Post.
- *Modernize Barracks* (62892, FY 2011, MN 19). This project would provide renovations to six barracks buildings in the McRee Barracks Complex on North Post.
- *MWR Family Travel Camp* (66807, FY 2007–10, MN 20). This project would provide a Morale, Welfare, and Recreation (MWR) Family Travel Camp with 52 recreational vehicle (RV) campsites, a camp support facility, 15 cabins, and 12 tent sites in four phases, each of which would be complete and usable upon completion. The camp support facility would include a laundry section, camper's lounge space, restrooms/showers, and vending machine space. The project would also include relocating the existing Johnson Road to provide better camp circulation and space, landscaping, site lighting, sewage lift stations, and utility upgrades. The area is sited on the southwest corner of South Post.

Refer to Section 4.0, Affected Environment and Consequences, for further discussion.

Consistency Determination

The Virginia Coastal Resources Management Program contains the applicable enforceable policies in the left column of the table below. Fort Belvoir has determined that the implementation of the BRAC Commission's recommendations would affect the land or water uses or natural resources of Virginia as described in the right column of the table below.

Based upon the information, data, and analysis, as contained in the EIS, Fort Belvoir finds that the proposed action is consistent to the maximum extent practicable with the enforceable policies of the Virginia Coastal Resources Management Program. Pursuant to 15 CFR section 930.41, the Virginia Coastal Resources Management Program has 60 days from the receipt of this document in which to concur with or object to this Consistency Determination, or to request an extension under 15 CFR section 930.41(b). Virginia's concurrence will be presumed if its response is not received by Fort Belvoir on the 60th day from receipt of this determination. The Commonwealth's response should be sent to Mr. Patrick McLaughlin, Fort Belvoir Department of Public Works-Environmental and Natural Resources Division, 9430 Jackson Loop, Fort Belvoir, Virginia, 22060.

Applicable Enforceable Policy	Effects of the Federally Proposed Action
<p>Fisheries Management</p> <p>The program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities. This program is administered by the Virginia Marine Resources Commission (VMRC) (Virginia Administrative Code (VAC) §28.2-200 to §28.2-713) and the Virginia Department of Game and Inland Fisheries (VDGIF) (VAC §29.1-100 to §29.1-570).</p> <p>The State Tributyltin (TBT) Regulatory Program has been added to the Fisheries Management program. The General Assembly amended the Virginia Pesticide Use and Application Act as it related to the possession, sale, or use of marine antifoulant paints containing TBT. The use of TBT in boat paint constitutes a serious threat to important marine animal species. The TBT program monitors boating activities and boat painting activities to ensure compliance with TBT regulations promulgated pursuant to the amendment. The VMRC, VDGIF, and Virginia Department of Agriculture and Consumer Services (VDACS) share enforcement responsibilities (VAC §3.1-249.59 to §3.1-249.62).</p>	<p>NO EFFECT</p> <p>The proposed action would not involve building, dumping, or otherwise trespassing on or over, encroaching on, taking or using any material from the beds of the bays, ocean, rivers, streams, or creeks within Virginia. The proposed action would not have a reasonably foreseeable effect on fish spawning, nursery, or feeding grounds, and therefore none on fisheries management.</p> <p>No paints containing TBT will be used under this proposed action.</p>
<p>Subaqueous Lands Management</p> <p>The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Virginia Department of Environmental Quality (VDEQ), Water Division. The program is administered by VMRC (VAC §28.2-1200 to §28.2-1213).</p>	<p>NO EFFECT</p> <p>No subaqueous land use is proposed under this action. This project involves no encroachments in, on, or over state-owned submerged lands. Should it be determined that utility crossings be required under Accotink Creek instead of under road bridge decks, the installation would apply for a subaqueous lands permit.</p>

<p>Wetlands Management</p> <p>The purpose of the wetlands management program is to preserve tidal wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation.</p> <p>(i) The tidal wetlands program is administered by VMRC (VAC §28.2-1301 through §28.2-1320).</p> <p>(ii) The Virginia Water Protection Permit program administered by VDEQ includes protection of wetlands—both tidal and non-tidal. This program is authorized by VAC §62.1-44.15.5 and the Water Quality Certification requirements of Section 401 of the Clean Water Act of 1972.</p>	<p>MINOR EFFECT</p> <p>The proposed action would not affect any tidal wetlands at Fort Belvoir. Up to two acres of non-tidal wetland disturbance could occur, and the proposed action would require a Virginia Water Protection (VWP) Permit if any of the following activities are conducted in a wetland:</p> <ol style="list-style-type: none"> 1. New activities to cause draining that significantly alters or degrades existing wetland acreage or functions. 2. Filling or dumping. 3. Permanent flooding or impounding. 4. New activities that cause significant alteration or degradation of existing wetland acreage or functions. <p>During the course of the proposed action, once the precise amount of impact is determined, the installation would apply for a VWP permit prior to commencing the activity. Additionally, the installation would prepare and adhere to a Sediment and Erosion Control Plan to prevent sedimentation from entering surface waters (see non-point source pollution control section below).</p>
<p>Dunes Management</p> <p>Dune protection is carried out pursuant to The Coastal Primary Sand Dune Protection Act and is intended to prevent destruction or alteration of primary dunes. This program is administered by VMRC (VAC §28.2-1400 through §28.2-1420).</p>	<p>NO EFFECT</p> <p>No permanent alteration of or construction upon any coastal primary sand dune will take place under the proposed action.</p>
<p>Non-point Source Pollution Control</p> <p>Virginia's Erosion and Sediment Control Law requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay, its tributaries, and other rivers and waters of the Commonwealth. This program is administered by the Virginia Department of Conservation and Recreation (VDCR) (VAC §10.1-560 et seq.).</p>	<p>MINOR EFFECT</p> <p>The proposed action would require a substantial amount of ground disturbance for facility construction. The construction activities would comply with the installation's Storm Water Pollution Prevention Plan (SWPPP) and Virginia Pollutant Discharge Elimination System (VPDES) Municipal Sanitary Storm Sewer Systems (MS4) permit requirements. Construction contractors would be using phase erosion, sediment control, and post-construction best management practices (BMPs) as effective storm water controls. Site-specific storm water management plans developed by the construction contractors will provide information relevant to each activity. A storm water drainage system master plan study is planned to be conducted by the installation to identify current deficiencies and determine infrastructure needs to meet BRAC requirements and long-term growth to 2030.</p>

<p>Point Source Pollution Control</p> <p>The point source program is administered by the State Water Control Board pursuant to VAC §62.1-44.15. Point source pollution control is accomplished through the implementation of the National Pollutant Discharge Elimination System (NPDES) permit program established pursuant to Section 402 of the federal Clean Water Act and administered in Virginia as the VPDES permit program.</p>	<p>MINOR EFFECT</p> <p>Fort Belvoir holds the following VPDES permits: MS4, wastewater treatment for mobile reverse osmosis water purification units, general permit for storm water discharges from construction sites, and general permit for storm water discharges associated with industrial activities. Fort Belvoir would work with VDEQ to revise the permits as necessary as the BRAC program was implemented, and would adhere to all conditions of the permits. Storm water discharged through conveyances, such as separate storm sewers, ditches, channels or other conveyances are considered point sources under the Clean Water Act (CWA), and subject to regulation through the National Pollutant Discharge Elimination System (NPDES) permit program. Fort Belvoir's MS4 permit requires the contractor to comply with the installations' permit prior to construction activities. This includes submitting a sediment and erosion control plan to DPW-ENRD when more than 1 acre of ground is disturbed.</p>
<p>Shoreline Sanitation</p> <p>The purpose of this program is to regulate the installation of septic tanks, set standards concerning soil types suitable for septic tanks, and specify minimum distances that tanks must be placed away from streams, rivers, and other waters of the Commonwealth. This program is administered by the Virginia Department of Health (VAC §32.1-164 through §32.1-165).</p>	<p>NO EFFECT</p> <p>Fort Belvoir relies on its sanitary sewer system and does not employ septic systems.</p>
<p>Air Pollution Control</p> <p>The program implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan (SIP) for the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). This program is administered by the State Air Pollution Control Board (VAC §10-1.1300).</p>	<p>MINOR EFFECT</p> <p>The estimated emissions from the Preferred Alternative would cause minor increases in emissions, which would conform to the SIP, would not be expected to contribute to a violation of any federal, state, or local air regulations, or introduce localized carbon monoxide (CO) concentrations greater than the NAAQS.</p>
<p>Coastal Lands Management</p> <p>A state-local cooperative program administered by the VDCR's Division of Chesapeake Bay Local Assistance and 84 localities in Tidewater, Virginia established pursuant to the Chesapeake Bay Preservation Act; VAC §10.1-2100 through §10.1-2114 and Chesapeake Bay Preservation Area Designation and Management Regulations; Virginia Administrative Code 9 VAC10-20-10 et seq.</p>	<p>MINOR EFFECT</p> <p>Buffer areas of not less than 100 feet adjacent to and landward of the components listed in 9 VAC 10-20-80. Approximately 14 acres of Resource Protection Areas would be impacted by the Preferred Alternative, however, encroachment would be limited to road and utility corridors. BMPs will be developed and implemented in accordance with the NPDES SWPPP. Site-specific storm water management plans will be developed by the construction contractors prior to site disturbance activities.</p>

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Appendix D
TRANSPORTATION SUPPORTING DOCUMENTATION

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Table D-1: Turning Movement Counts—Existing Conditions

Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Old Keene Mill Rd.	am	0	0	0	60	0	130	275	2385	0	0	845	45
	pm	0	0	0	170	0	450	290	1280	0	0	2345	150
Commerce St./ Amherst Ave.	am	20	1175	90	85	375	115	245	105	15	100	60	20
	pm	110	460	95	135	1015	370	265	245	90	170	245	30
Commerce St./ Backlick Rd.	am	50	165	240	200	40	45	65	255	40	50	165	290
	pm	80	345	360	460	95	75	60	380	40	80	345	360
Commerce St./ Franconia Rd.	am	590	205	165	255	135	260	80	405	615	45	1145	367
	pm	795	285	275	570	360	225	70	695	990	105	945	440
Backlick Rd./ Calamo St.	am	80	1710	890	5	585	25	20	10	30	30	5	5
	pm	75	855	390	15	1800	40	25	10	30	180	15	20
Loisdale Rd./ Spring Mall Dr.	am	0	430	210	140	260	0	225	270	45	200	0	170
	pm	0	400	205	625	620	0	200	265	20	245	0	185
Franconia Springfield Parkway./ Spring Village Dr.	am	40	5	190	95	5	25	50	4055	15	55	1380	90
	pm	45	5	150	90	10	50	70	1905	95	250	4130	100
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	170	1380	5	5	565	85	1375	5	250	5	5	5
	pm	260	990	5	5	1095	255	615	5	160	5	5	5
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	275	2480	0	0	470	325	180	0	185	0	0	0
	pm	470	1135	0	0	1095	1115	215	0	260	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	195	0	240	0	0	0	195	2725	0	0	1330	155
	pm	0	0	0	270	0	500	0	1590	300	530	2975	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	230	120	325	495	0	615	5	825	0	0	0
	pm	0	990	520	1055	250	0	525	5	165	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	140	705	0	0	890	165	0	0	0	20	5	570
	pm	580	755	0	0	1540	910	0	0	0	20	5	625
Franconia Springfield Parkway./ Beulah St.	am	1055	670	145	95	210	340	420	1420	500	95	1140	200
	pm	780	515	235	220	455	365	410	2120	860	205	1270	165
Fairfax County Parkway./ Fullerton Rd.	am	10	235	1150	670	685	5	10	15	10	600	10	50
	pm	5	310	1290	985	520	5	5	20	15	640	20	170
Fairfax County Parkway./ Terminal Rd.	am	60	1185	20	90	2345	335	25	5	145	10	5	75
	pm	25	1900	15	40	1305	80	215	10	5	20	5	55
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	120	0	220	0	1160	110	190	230	0
	pm	0	0	0	225	0	575	0	450	35	165	980	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	20	5	225	0	0	0	330	950	0	0	400	175
	pm	115	0	325	0	0	0	205	470	0	0	1030	220
Fairfax County Parkway./ John J Kingman Rd.	am	30	940	395	1095	910	60	15	60	20	20	20	130
	pm	30	885	45	160	760	10	40	20	55	430	25	1015
Telegraph Rd./ Beulah St.	am	5	110	50	260	490	275	380	770	20	230	300	70
	pm	30	405	190	95	210	465	335	465	15	90	740	265
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	310	0	85	145	885	0	0	645	395
	pm	0	0	0	480	0	260	85	670	0	0	820	400
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	15	170	260	50	20	210	880	2115	5	15	580	75
	pm	5	25	30	70	175	800	220	715	55	150	1960	35
Route 1./ Fairfax County Parkway.	am	0	0	0	840	0	20	340	2085	0	0	650	920
	pm	0	0	0	635	0	350	65	730	0	0	1880	675
Route 1./ Backlick Rd. - Pohick Rd.	am	115	15	10	165	75	10	15	1840	1070	100	1445	100
	pm	1100	70	25	185	15	10	5	1220	140	10	1430	90
Route 1./ Belvoir Rd.	am	155	0	85	0	0	0	0	1720	295	270	1590	0
	pm	80	0	185	0	0	0	0	1420	20	170	1450	0
Route 1./ Woodlawn Rd.	am	0	0	0	70	0	25	70	1735	0	0	1835	130
	pm	0	0	0	240	0	80	85	1510	0	0	1540	165
Route 1./ Old Mill Rd.	am	445	50	85	25	60	150	120	1245	440	180	1370	10
	pm	340	135	110	25	25	100	200	1210	340	55	1285	20
Loisdale Rd./ GSA Access Rd	am	0	605	10	100	975	0	0	0	0	15	0	85
	pm	0	505	10	30	525	0	0	0	0	15	0	55

Table D-2: Turning Movement Counts—No Action Alternative

Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Amherst Ave.	am	40	1270	120	90	430	120	250	130	30	120	70	20
	pm	130	470	140	180	1050	380	280	320	110	190	260	30
Commerce St./ Backlick Rd.	am	50	170	320	260	50	50	60	310	40	70	190	360
	pm	90	390	440	510	120	80	80	510	50	90	370	370
Backlick Rd./ Calamo St.	am	100	1790	990	10	770	30	30	10	40	40	10	10
	pm	100	970	420	15	1910	40	30	10	50	210	20	20
Loisdale Rd./ Spring Mall Dr.	am	0	490	220	150	360	0	250	300	60	250	0	190
	pm	0	470	205	700	810	0	240	280	30	250	0	200
Franconia Springfield Parkway./ Spring Village Dr.	am	50	10	210	110	10	30	60	4090	20	60	1390	100
	pm	50	10	160	110	20	70	100	1900	110	270	4130	130
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	170	1410	10	10	620	110	1500	10	220	10	10	10
	pm	250	1020	10	10	1140	350	750	10	140	10	10	10
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	240	2550	0	0	490	400	250	0	180	0	0	0
	pm	460	1170	0	0	1070	1370	330	0	310	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	250	0	280	0	0	0	310	2970	0	0	1380	230
	pm	0	0	0	420	0	530	0	1640	350	600	3300	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	250	140	400	560	0	690	5	890	0	0	0
	pm	0	1050	540	1070	280	0	590	5	190	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	150	790	0	0	930	190	0	0	0	30	5	610
	pm	670	770	0	0	1570	950	0	0	0	30	5	680
Franconia Springfield Parkway./ Beulah St.	am	1100	780	150	110	220	390	550	1540	520	90	1110	230
	pm	760	680	260	290	570	430	480	2260	810	230	1400	220
Fairfax County Parkway./ Terminal Rd.	am	90	1200	40	150	2380	400	30	10	170	20	10	80
	pm	40	1950	30	60	1355	90	230	30	10	30	10	50
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	180	0	270	0	1450	150	230	230	0
	pm	0	0	0	290	0	690	0	560	60	230	1120	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	30	5	320	0	0	0	440	1170	0	0	430	200
	pm	160	0	370	0	0	0	280	570	0	0	1210	240
Fairfax County Parkway./ John J Kingman Rd.	am	40	1020	460	1110	1010	60	20	90	20	20	20	160
	pm	40	970	60	200	820	10	50	30	70	490	20	1130
Telegraph Rd./ Beulah St.	am	10	140	60	270	480	290	560	910	30	250	320	100
	pm	30	420	190	130	220	620	430	490	20	120	730	320
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	450	0	130	220	1020	0	0	660	460
	pm	0	0	0	630	0	360	140	680	0	0	830	580
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	20	190	250	80	20	250	1190	2120	10	30	540	130
	pm	10	30	30	100	190	950	280	700	50	150	1990	60
Route 1./ Fairfax County Parkway.	am	0	0	0	930	0	30	390	2050	0	0	660	1000
	pm	0	0	0	660	0	360	70	760	0	0	1900	710
Route 1./ Backlick Rd. - Pohick Rd.	am	130	20	20	180	80	20	20	1780	1190	120	1460	110
	pm	1180	110	40	190	20	10	10	1280	140	20	1490	60
Route 1./ Belvoir Rd.	am	120	0	110	0	0	0	0	1760	210	310	1590	0
	pm	80	0	180	0	0	0	0	1480	30	170	1490	0
Route 1./ Old Mill Rd.	am	460	130	100	310	140	260	240	1250	320	250	1420	250
	pm	360	260	120	340	60	230	340	1200	260	100	1300	280
Loisdale Rd./ GSA Access Rd	am	0	640	20	110	1000	0	0	0	0	20	0	90
	pm	0	650	30	30	560	0	0	0	0	20	0	60

Table D-3: Turning Movement Counts—Preferred Alternative

Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Amherst Ave.	am	40	1260	150	120	480	120	260	160	30	170	100	40
	pm	140	550	160	210	1070	380	300	350	100	210	290	50
Commerce St./ Backlick Rd.	am	70	180	310	260	110	60	100	350	60	70	230	320
	pm	100	430	450	510	120	110	100	560	60	90	390	390
Backlick Rd./ Calamo St.	am	100	1800	1010	10	1090	30	30	10	50	60	10	10
	pm	100	1090	430	20	1920	40	30	10	50	220	30	30
Loisdale Rd./ Spring Mall Dr.	am	0	490	240	200	430	0	260	310	70	260	0	200
	pm	0	520	230	700	840	0	240	340	30	260	0	200
Franconia Springfield Parkway./ Spring Village Dr.	am	170	20	470	60	60	30	60	3820	250	670	1570	80
	pm	330	60	780	90	30	70	90	1790	270	500	3900	90
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	140	1420	10	10	780	190	1510	0	140	10	10	10
	pm	280	1000	10	10	1060	390	820	0	210	10	10	10
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	220	2540	0	0	580	610	290	0	150	0	0	0
	pm	430	1200	0	0	1020	1340	340	0	290	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	310	0	290	0	0	0	380	2930	0	0	1780	230
	pm	0	0	0	420	0	580	0	1860	340	620	3380	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	260	140	400	570	0	690	5	890	0	0	0
	pm	0	1050	560	1080	280	0	840	5	200	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	170	790	0	0	940	490	0	0	0	30	5	620
	pm	660	1020	0	0	1560	960	0	0	0	30	5	700
Franconia Springfield Parkway./ Beulah St.	am	1110	810	170	120	220	370	460	1560	460	100	1240	240
	pm	720	680	240	290	580	440	540	2320	860	220	1340	230
Fairfax County Parkway./ Terminal Rd.	am	100	1540	40	130	2450	410	40	10	170	20	10	70
	pm	70	1925	50	40	1470	70	220	40	30	50	10	30
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	170	0	290	0	1360	160	260	250	0
	pm	0	0	0	280	0	750	0	530	70	260	1050	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	80	5	470	0	0	0	600	930	0	0	420	190
	pm	170	0	380	0	0	0	280	520	0	0	1150	250
Fairfax County Parkway./ John J Kingman Rd.	am	50	1390	680	910	1340	50	20	40	60	80	20	220
	pm	40	1280	70	250	1080	20	50	40	60	450	20	1140
Telegraph Rd./ Beulah St.	am	10	140	50	310	420	290	580	800	20	240	300	130
	pm	30	410	180	140	230	660	420	470	20	110	720	330
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	460	0	130	230	1010	0	0	750	480
	pm	0	0	0	640	0	360	160	790	0	0	850	570
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	20	180	260	70	10	280	1100	2240	10	30	990	160
	pm	10	30	40	200	140	860	260	1040	40	210	2000	80
Route 1./ Fairfax County Parkway.	am	0	0	0	1260	0	90	710	1860	0	0	1070	1240
	pm	0	0	0	730	0	440	150	1130	0	0	1870	870
Route 1./ Backlick Rd. - Pohick Rd.	am	260	70	110	250	90	10	20	2010	1100	200	1690	140
	pm	1240	110	110	170	90	10	10	1680	180	80	1850	110
Route 1./ Belvoir Rd.	am	320	0	280	0	0	0	0	2040	320	400	1600	0
	pm	210	0	120	0	0	0	0	1790	160	320	1840	0
Route 1./ Old Mill Rd.	am	530	130	120	310	120	270	290	1420	440	260	1400	250
	pm	560	210	140	370	60	380	440	1220	340	90	1440	270
Loisdale Rd./ GSA Access Rd	am	0	650	20	110	1110	0	0	0	0	20	0	90
	pm	0	760	30	30	560	0	0	0	0	20	0	60

Table D-4: Turning Movement Counts—Town Center Alternative

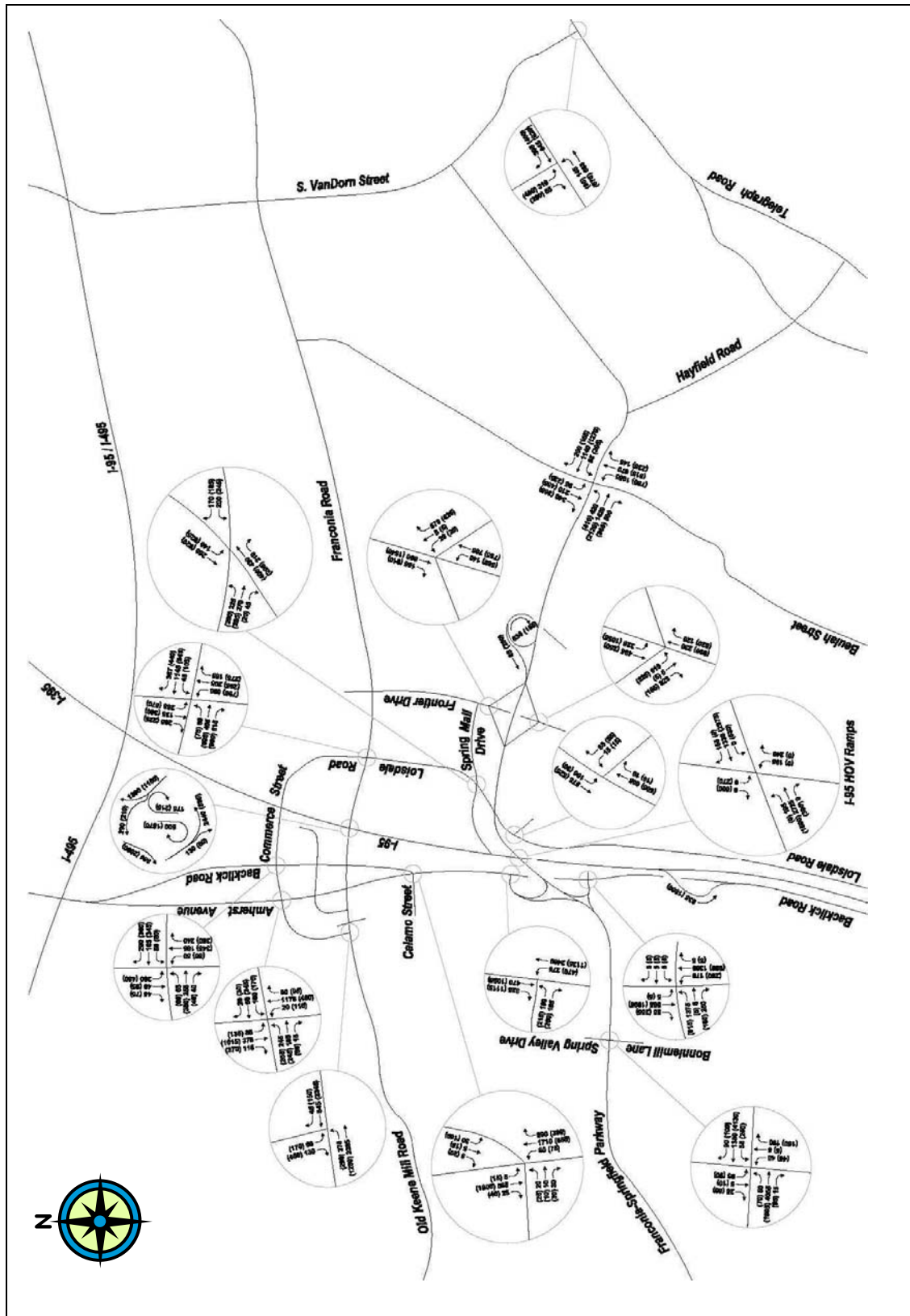
Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Amherst Ave.	am	40	1290	130	110	460	130	260	150	30	140	80	30
	pm	130	530	150	200	1070	380	310	340	110	220	300	50
Commerce St./ Backlick Rd.	am	60	180	310	280	70	70	80	340	50	70	210	350
	pm	90	410	460	510	120	100	90	550	60	100	410	390
Backlick Rd./ Calamo St.	am	100	1790	1010	20	930	40	30	10	50	50	10	10
	pm	90	1030	420	30	1910	40	30	10	50	210	20	30
Loisdale Rd./ Spring Mall Dr.	am	0	480	250	230	410	0	260	300	70	250	0	210
	pm	0	530	220	700	820	0	260	320	30	250	0	240
Franconia Springfield Parkway./ Spring Village Dr.	am	50	10	210	110	10	30	60	4060	20	60	1500	100
	pm	50	10	160	110	20	70	100	1940	110	270	4090	130
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	170	1410	10	10	700	130	1500	0	220	10	10	10
	pm	280	1000	10	10	1080	390	780	0	140	10	10	10
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	220	2560	0	0	530	460	270	0	170	0	0	0
	pm	440	1190	0	0	1050	1340	330	0	290	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	250	0	280	0	0	0	310	2950	0	0	1470	230
	pm	0	0	0	410	0	500	0	1640	320	540	3300	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	260	140	620	570	0	690	5	890	0	0	0
	pm	0	1050	560	1080	280	0	640	5	200	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	150	790	0	0	1150	270	0	0	0	30	5	620
	pm	660	780	0	0	1560	960	0	0	0	30	5	900
Franconia Springfield Parkway./ Beulah St.	am	1140	730	190	110	310	330	520	1320	830	180	1050	270
	pm	870	710	290	280	580	430	450	2310	850	230	1430	210
Fairfax County Parkway./ Terminal Rd.	am	70	1550	30	160	2990	450	50	10	160	10	10	70
	pm	40	2370	30	70	1500	100	250	20	10	30	10	50
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	220	0	310	0	1380	170	270	230	0
	pm	0	0	0	280	0	750	0	520	70	270	1020	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	100	5	530	0	0	0	560	1000	0	0	450	150
	pm	180	0	390	0	0	0	300	500	0	0	1130	260
Fairfax County Parkway./ John J Kingman Rd.	am	40	1930	900	1810	1840	50	20	90	20	70	20	340
	pm	30	1450	170	460	1130	10	40	50	60	900	20	1840
Telegraph Rd./ Beulah St.	am	10	210	70	260	1080	320	580	900	50	370	320	80
	pm	70	800	290	90	320	600	380	490	30	100	830	220
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	500	0	130	240	1020	0	0	850	480
	pm	0	0	0	640	0	360	200	880	0	0	830	590
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	20	170	270	80	10	260	1120	2480	10	30	1010	170
	pm	10	30	40	190	150	840	240	910	40	200	2340	90
Route 1./ Fairfax County Parkway.	am	0	0	0	1560	0	160	1090	1730	0	0	1070	1420
	pm	0	0	0	860	0	820	230	910	0	0	1820	1060
Route 1./ Backlick Rd. - Pohick Rd.	am	700	20	80	240	120	20	20	1580	1690	250	1570	200
	pm	1210	430	150	150	110	10	10	1500	270	120	1670	100
Route 1./ Belvoir Rd.	am	220	0	630	0	0	0	0	1780	130	650	1790	0
	pm	250	0	320	0	0	0	0	1700	100	430	1710	0
Route 1./ Old Mill Rd.	am	630	150	100	370	130	400	350	1380	440	260	1680	260
	pm	540	230	130	350	60	340	450	1410	380	90	1440	270
Loisdale Rd./ GSA Access Rd	am	0	650	20	110	1150	0	0	0	0	20	0	90
	pm	0	800	30	30	560	0	0	0	0	20	0	60

Table D-5: Turning Movement Counts—City Center Alternative

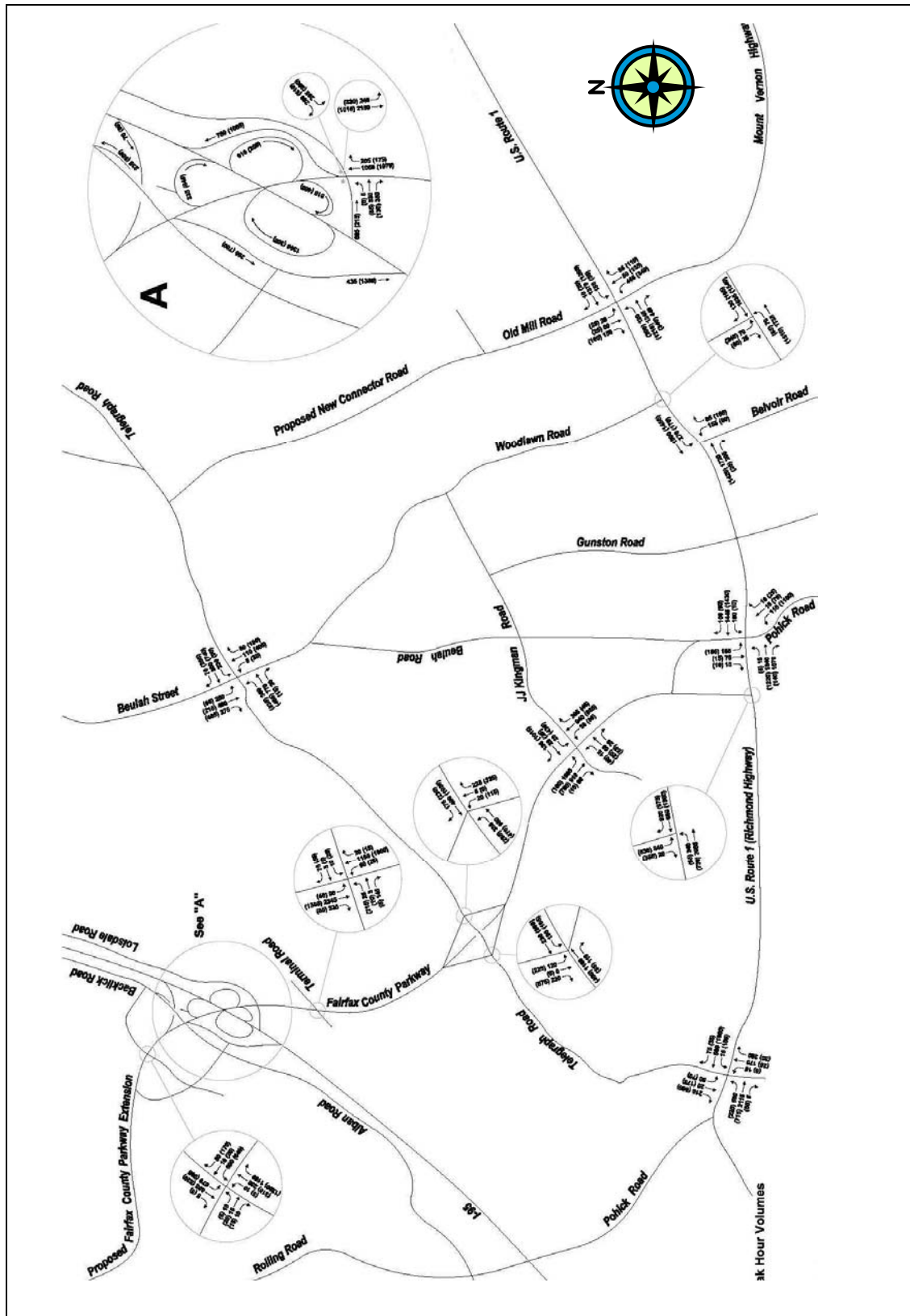
Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Amherst Ave.	am	30	1270	140	140	530	120	260	160	30	170	100	40
	pm	150	610	160	210	1070	380	310	330	90	210	320	60
Commerce St./ Backlick Rd.	am	80	180	320	260	120	100	100	360	60	70	240	310
	pm	120	450	460	520	120	120	100	530	60	90	400	390
Backlick Rd./ Calamo St.	am	100	1800	1020	20	1130	30	30	10	50	60	10	10
	pm	100	1140	430	20	1920	50	40	10	50	210	20	30
Loisdale Rd./ Spring Mall Dr.	am	0	490	240	200	875	0	260	310	420	335	0	200
	pm	0	1190	380	700	830	0	240	350	30	260	0	230
Franconia Springfield Parkway./ Spring Village Dr.	am	180	30	480	60	60	30	60	3800	270	680	1600	80
	pm	360	20	780	80	40	70	120	1690	390	680	3710	110
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	140	1420	10	10	780	190	1510	0	140	10	10	10
	pm	270	1010	10	10	1070	400	840	0	210	10	10	10
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	240	2530	0	0	570	620	300	0	160	0	0	0
	pm	410	1220	0	0	1060	1350	340	0	290	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	310	0	290	0	0	0	390	2950	0	0	1870	230
	pm	0	0	0	410	0	580	0	1950	330	620	3380	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	260	140	400	570	0	690	5	890	0	0	0
	pm	0	1050	560	1080	280	0	890	5	200	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	170	790	0	0	940	540	0	0	0	30	5	620
	pm	660	1070	0	0	1560	960	0	0	0	30	5	700
Franconia Springfield Parkway./ Beulah St.	am	1120	810	170	120	220	380	480	1550	460	100	1240	240
	pm	730	670	250	290	590	420	510	2300	870	230	1320	230
Fairfax County Parkway./ Terminal Rd.	am	100	1560	40	130	2360	410	40	10	170	20	10	70
	pm	70	1925	40	40	1530	70	220	40	30	50	10	30
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	170	0	280	0	1380	140	240	270	0
	pm	0	0	0	290	0	750	0	530	60	250	1060	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	80	5	470	0	0	0	600	930	0	0	420	190
	pm	170	0	370	0	0	0	280	540	0	0	1160	240
Fairfax County Parkway./ John J Kingman Rd.	am	40	1270	580	1000	1230	50	30	10	90	100	20	270
	pm	40	1230	80	240	1090	10	50	30	70	560	20	1080
Telegraph Rd./ Beulah St.	am	10	140	50	300	410	280	570	810	20	240	310	120
	pm	30	410	180	150	240	680	420	480	20	90	720	330
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	450	0	130	220	1010	0	0	720	460
	pm	0	0	0	640	0	360	130	740	0	0	850	560
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	20	180	260	70	10	300	1130	2180	10	30	880	130
	pm	10	30	40	170	170	870	270	980	50	180	2030	70
Route 1./ Fairfax County Parkway.	am	0	0	0	1120	0	70	580	1910	0	0	980	1090
	pm	0	0	0	730	0	560	170	1010	0	0	1790	850
Route 1./ Backlick Rd. - Pohick Rd.	am	330	30	20	340	90	40	40	1800	1190	80	1710	150
	pm	1060	200	70	210	50	10	10	1530	200	40	1570	90
Route 1./ Belvoir Rd.	am	150	0	180	0	0	0	0	1950	220	400	1600	0
	pm	60	0	190	0	0	0	0	1770	30	350	1810	0
Route 1./ Old Mill Rd.	am	520	130	110	310	130	260	280	1430	440	270	1390	250
	pm	550	170	150	380	60	360	420	1190	330	90	1440	270
Loisdale Rd./ GSA Access Rd	am	0	650	140	1000	1110	0	0	0	0	20	0	90
	pm	0	760	30	30	560	0	0	0	0	170	0	960

Table D-6: Turning Movement Counts—Satellite Campuses Alternative

Intersections and Time Period													
		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Commerce St./ Amherst Ave.	am	40	1290	130	110	480	130	260	150	30	140	80	30
	pm	130	530	160	220	1060	380	290	360	100	230	290	50
Commerce St./ Backlick Rd.	am	60	180	310	280	70	70	80	340	50	70	210	350
	pm	90	410	460	510	120	100	140	550	60	100	410	390
Backlick Rd./ Calamo St.	am	100	1790	1010	20	910	40	30	10	50	40	10	10
	pm	90	1010	410	30	1910	40	30	10	50	210	20	30
Loisdale Rd./ Spring Mall Dr.	am	0	480	250	210	430	0	260	300	70	250	0	210
	pm	0	550	240	720	800	0	260	320	30	270	0	260
Franconia Springfield Parkway./ Spring Village Dr.	am	50	10	210	110	10	30	60	4040	20	60	1480	100
	pm	50	10	160	110	20	70	100	1970	110	270	4090	130
Franconia Springfield Parkway EB Ramp./ Backlick Rd.	am	140	1440	10	10	690	140	1470	0	200	10	10	10
	pm	290	990	10	10	1070	380	780	0	180	10	10	10
Franconia Springfield Parkway WB Ramp./ Backlick Rd.	am	210	2580	0	0	540	460	250	0	150	0	0	0
	pm	440	1190	0	0	1030	1340	350	0	330	0	0	0
Franconia Springfield Parkway./ I-95 HOV Ramps	am	250	0	280	0	0	0	310	2950	0	0	1370	230
	pm	0	0	0	410	0	500	0	1640	320	550	3380	0
Franconia Springfield Parkway EB Ramp./ Frontier Dr.	am	0	260	140	580	570	0	690	5	890	0	0	0
	pm	0	1050	560	1080	280	0	630	5	200	0	0	0
Franconia Springfield Parkway WB Ramp./ Frontier Dr.	am	150	790	0	0	1110	250	0	0	0	30	5	620
	pm	660	770	0	0	1560	960	0	0	0	30	5	850
Franconia Springfield Parkway./ Beulah St.	am	1130	750	180	110	310	350	510	1390	770	160	1070	260
	pm	840	740	290	280	580	410	420	2330	790	220	1410	200
Fairfax County Parkway./ Terminal Rd.	am	70	1560	30	160	3080	440	50	10	170	20	10	70
	pm	50	2480	40	60	1410	90	240	30	10	30	10	50
Fairfax County Pkwy SB Ramps./ Telegraph Rd.	am	0	0	0	250	0	420	0	1410	110	290	470	0
	pm	0	0	0	320	0	700	0	720	80	270	1020	0
Fairfax County Pkwy NB Ramps./ Telegraph Rd.	am	230	5	460	0	0	0	700	860	0	0	510	90
	pm	210	0	310	0	0	0	340	690	0	0	1220	170
Fairfax County Parkway./ John J Kingman Rd.	am	340	1280	950	1270	1450	330	100	20	330	160	20	420
	pm	60	1400	150	340	1020	20	430	30	230	690	20	1360
Telegraph Rd./ Beulah St.	am	10	210	70	350	850	350	530	890	20	250	470	120
	pm	50	650	250	100	260	600	450	450	30	120	730	300
Telegraph Rd./ S. Van Dorn St.	am	0	0	0	470	0	130	240	1020	0	0	850	480
	pm	0	0	0	640	0	360	170	880	0	0	830	590
Route 1./ Telegraph Rd. - Old Colchester Rd.	am	20	190	250	60	10	280	1240	2260	10	30	1030	150
	pm	10	30	40	240	200	990	230	930	30	160	2170	90
Route 1./ Fairfax County Parkway.	am	0	0	0	1550	0	140	940	1620	0	0	980	1420
	pm	0	0	0	830	0	720	210	1000	0	0	1820	930
Route 1./ Backlick Rd. - Pohick Rd.	am	290	10	10	210	70	50	70	1780	1330	50	1890	170
	pm	1100	390	100	140	120	10	10	1570	260	80	1640	80
Route 1./ Belvoir Rd.	am	230	0	350	0	0	0	0	1810	200	520	1760	0
	pm	310	0	250	0	0	0	0	1660	140	390	1600	0
Route 1./ Old Mill Rd.	am	600	160	100	350	130	350	350	1440	450	270	1620	260
	pm	510	280	110	360	60	410	450	1410	370	90	1420	270
Loisdale Rd./ GSA Access Rd	am	0	650	20	110	1180	0	0	0	0	20	0	90
	pm	0	830	30	30	560	0	0	0	0	20	0	60

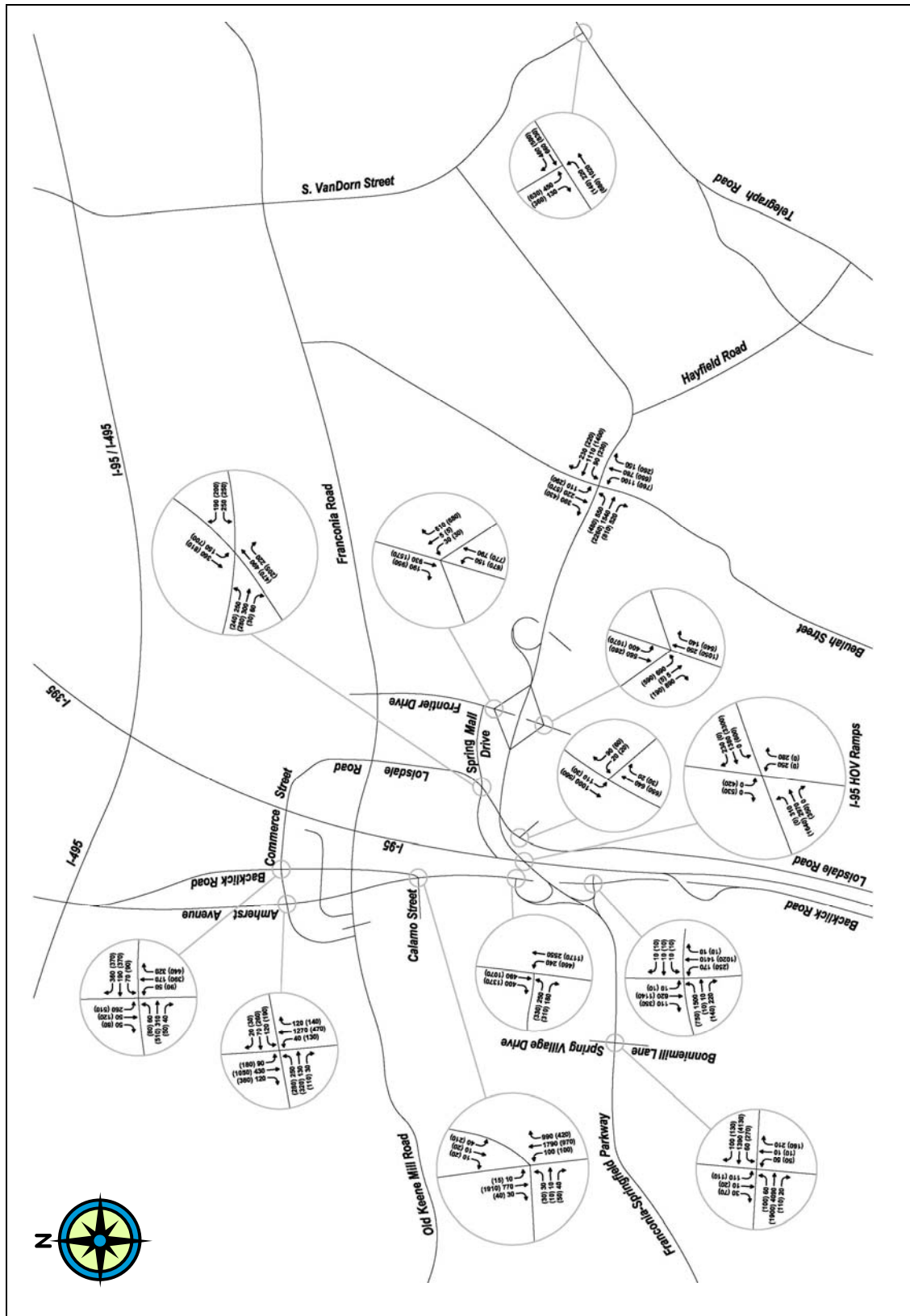


AM Peak Hour Turning Movement Counts for Existing Conditions—North
Fort Belvoir, Virginia
Figure D-1

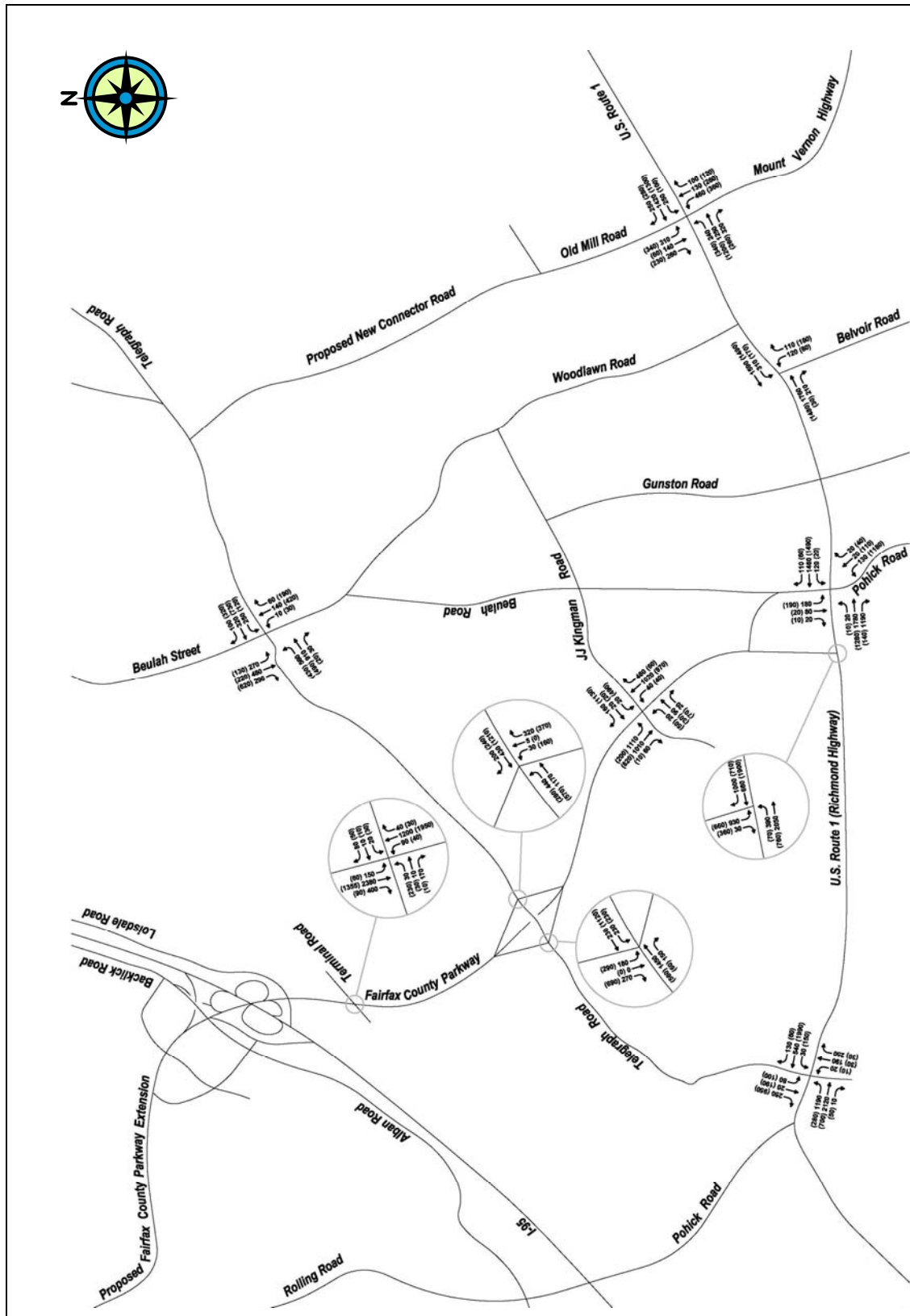


AM Peak Hour Turning Movement Counts for Existing Conditions—South
Fort Belvoir, Virginia

Figure D-2

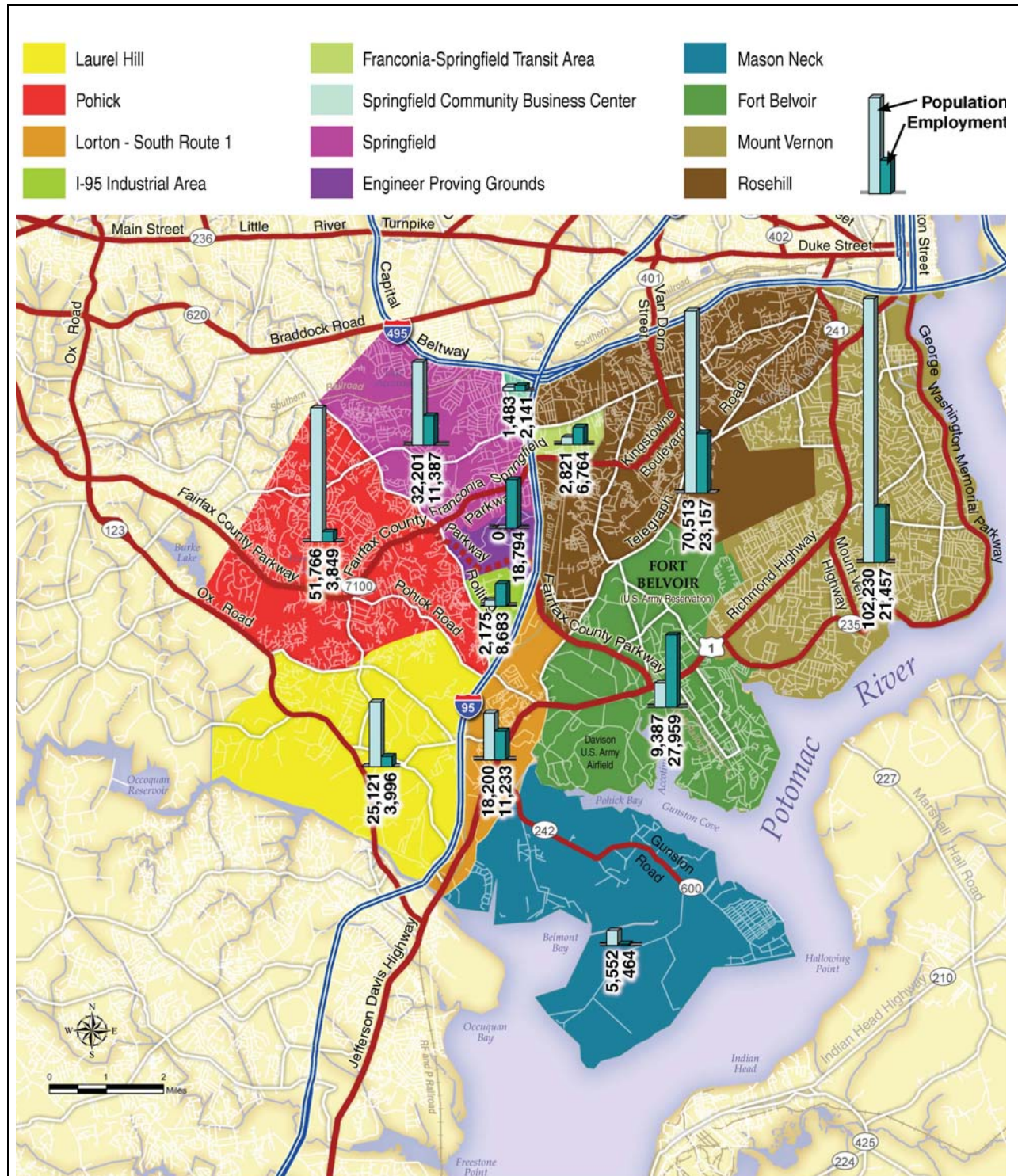


AM Peak Hour Turning Movement Counts for No Action Alternative—North
Fort Belvoir, Virginia
Figure D-3



AM Peak Hour Turning Movement Counts for No Action Alternative—South
Fort Belvoir, Virginia

Figure D-4



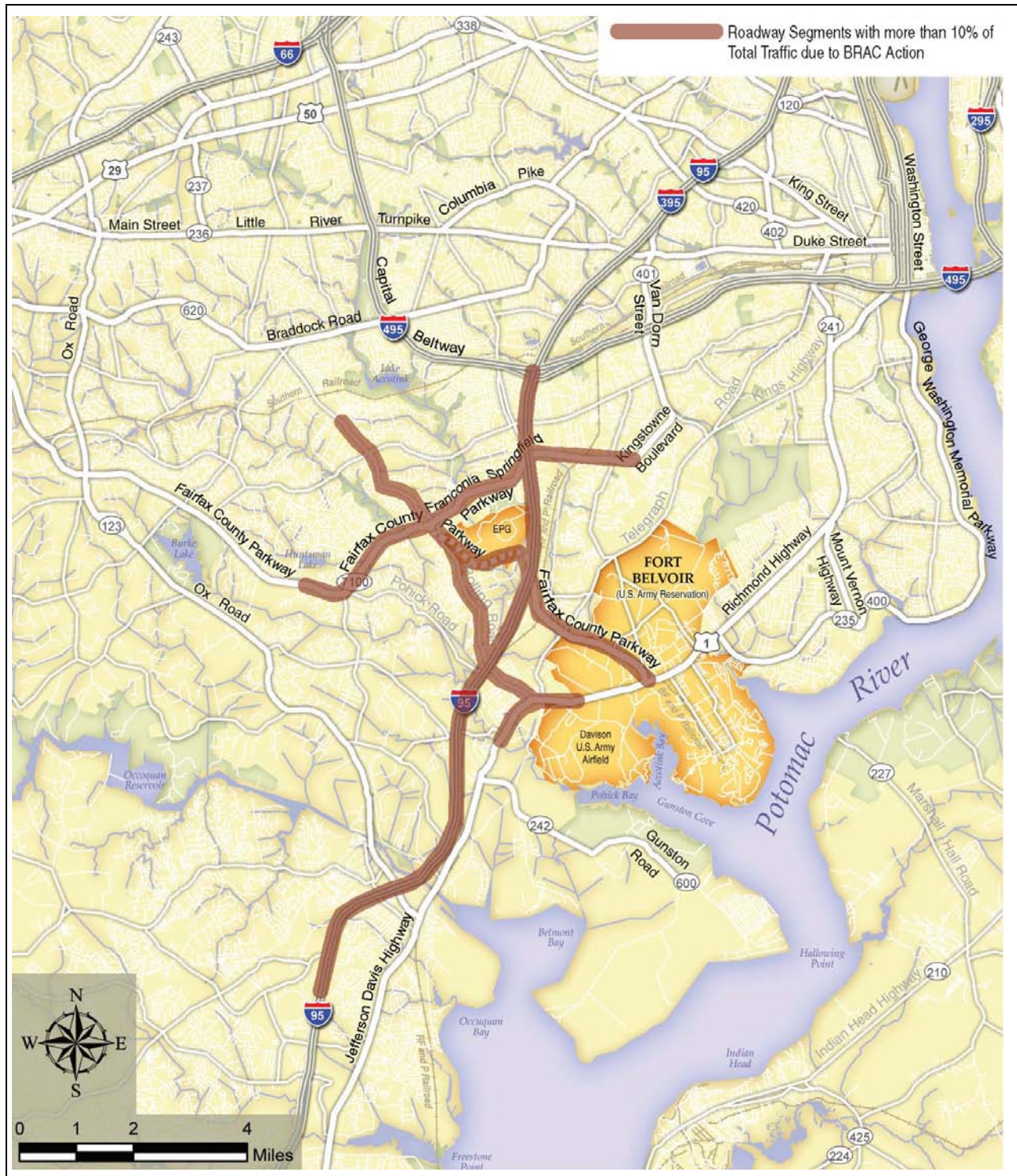
LEGEND

- Interstate Highway
- Highway
- River/ Water

2011 Population and Employment for the Preferred Alternative

Fort Belvoir, Virginia

Figure D-5



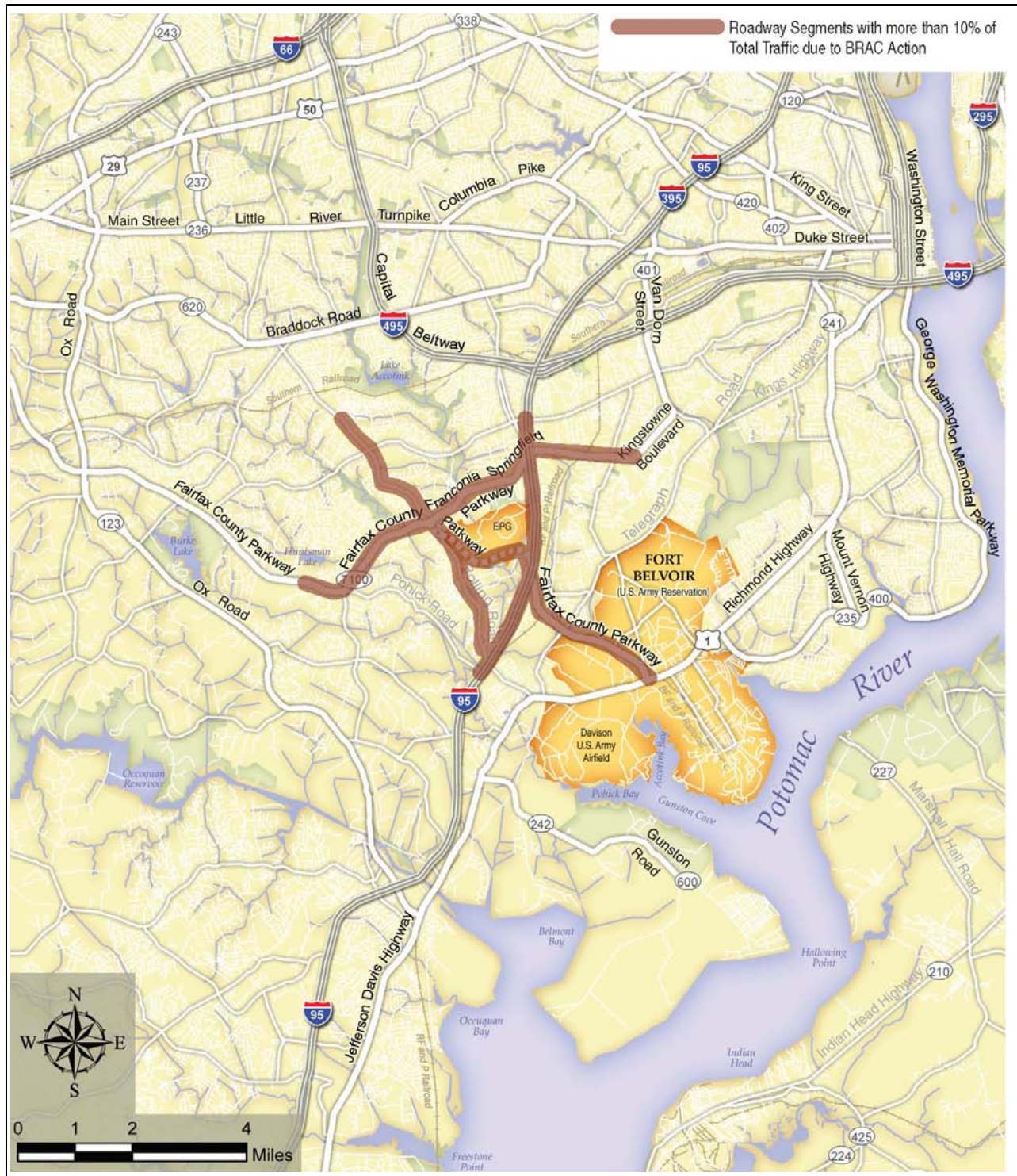
LEGEND

■ River/ Water

**AM Peak Period Influence Area
Preferred Alternative**

Fort Belvoir, Virginia

Figure D-6



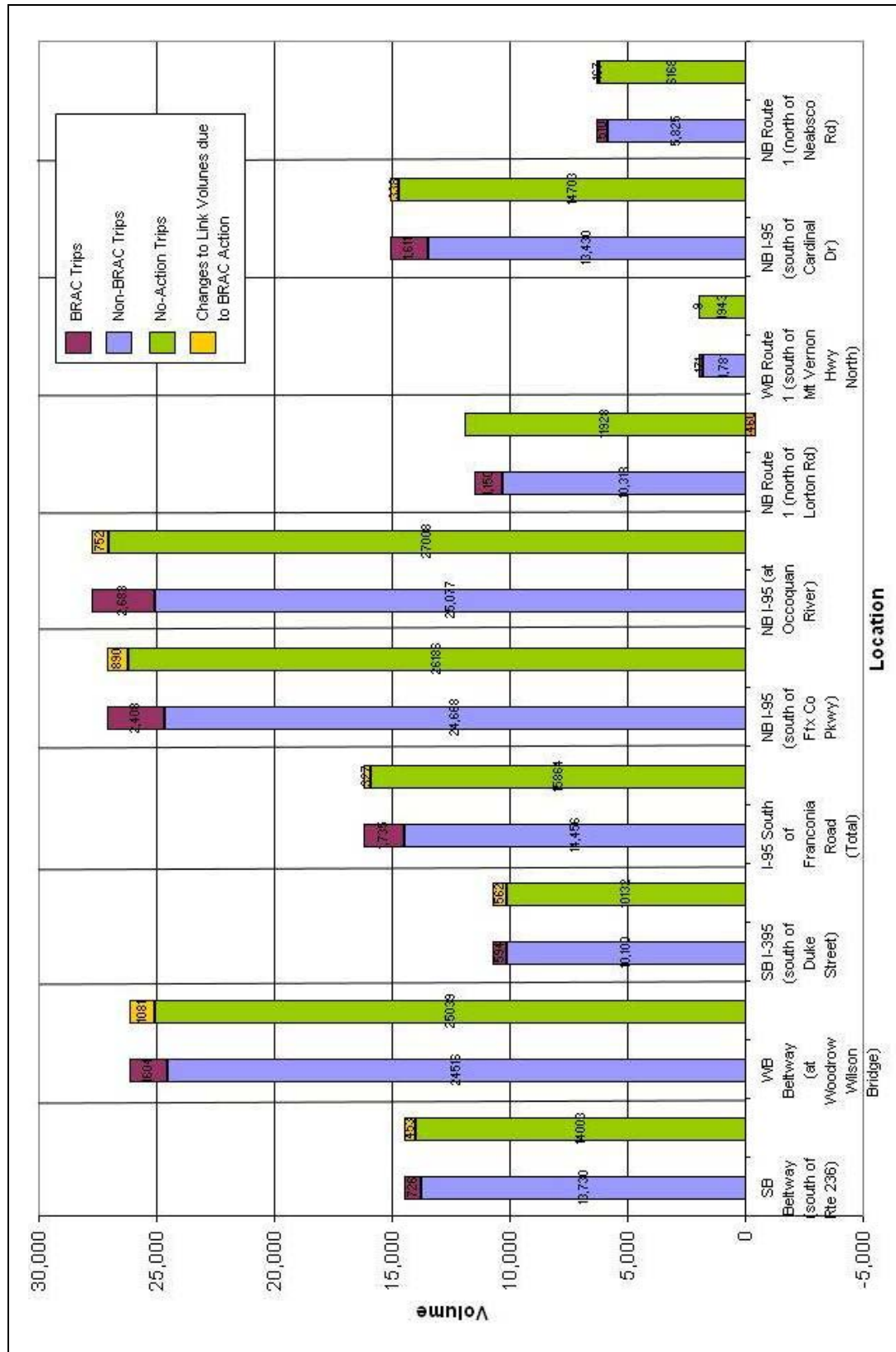
LEGEND

■ River/ Water

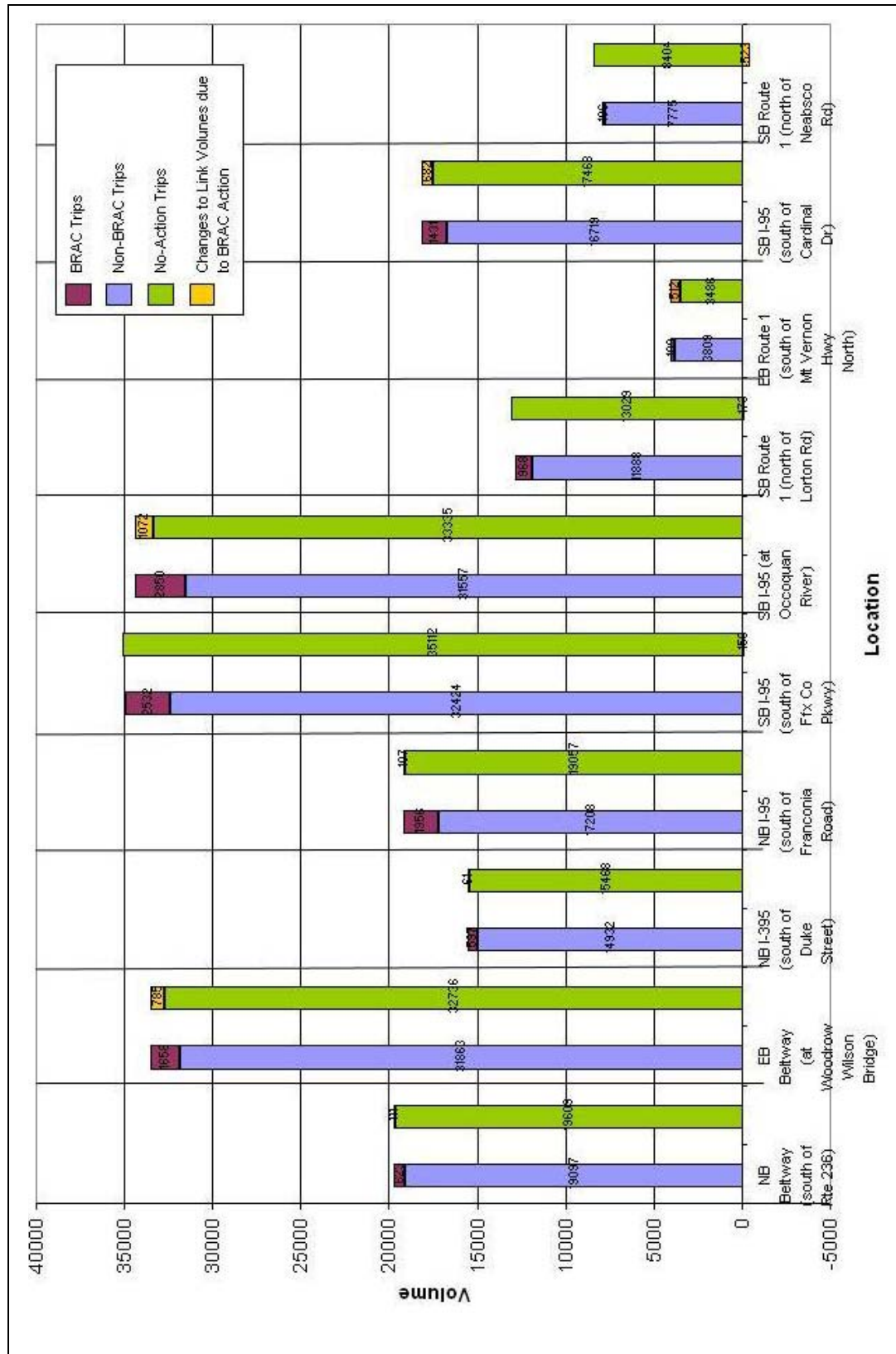
**PM Peak Period Influence Area
Preferred Alternative**

Fort Belvoir, Virginia

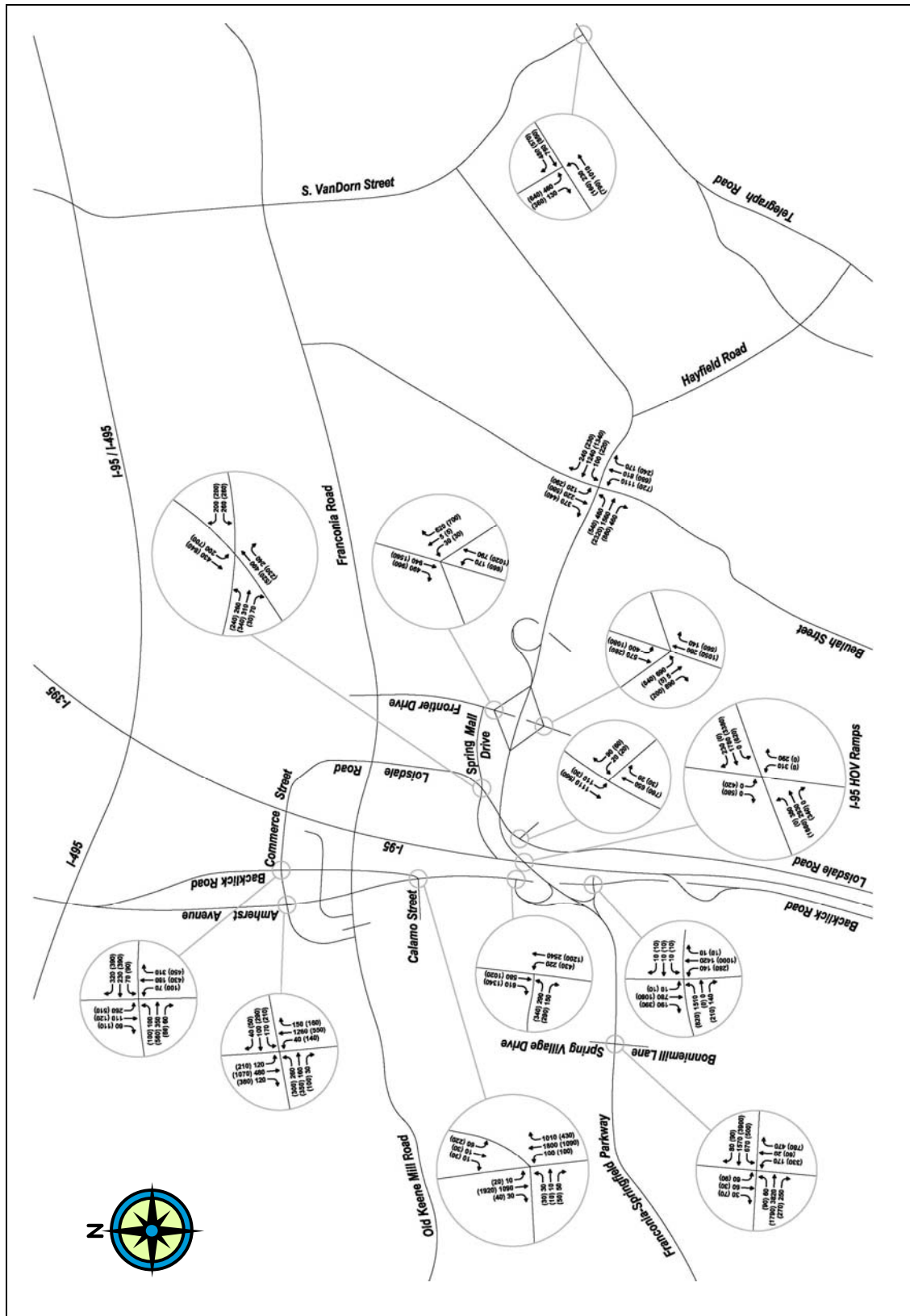
Figure D-7



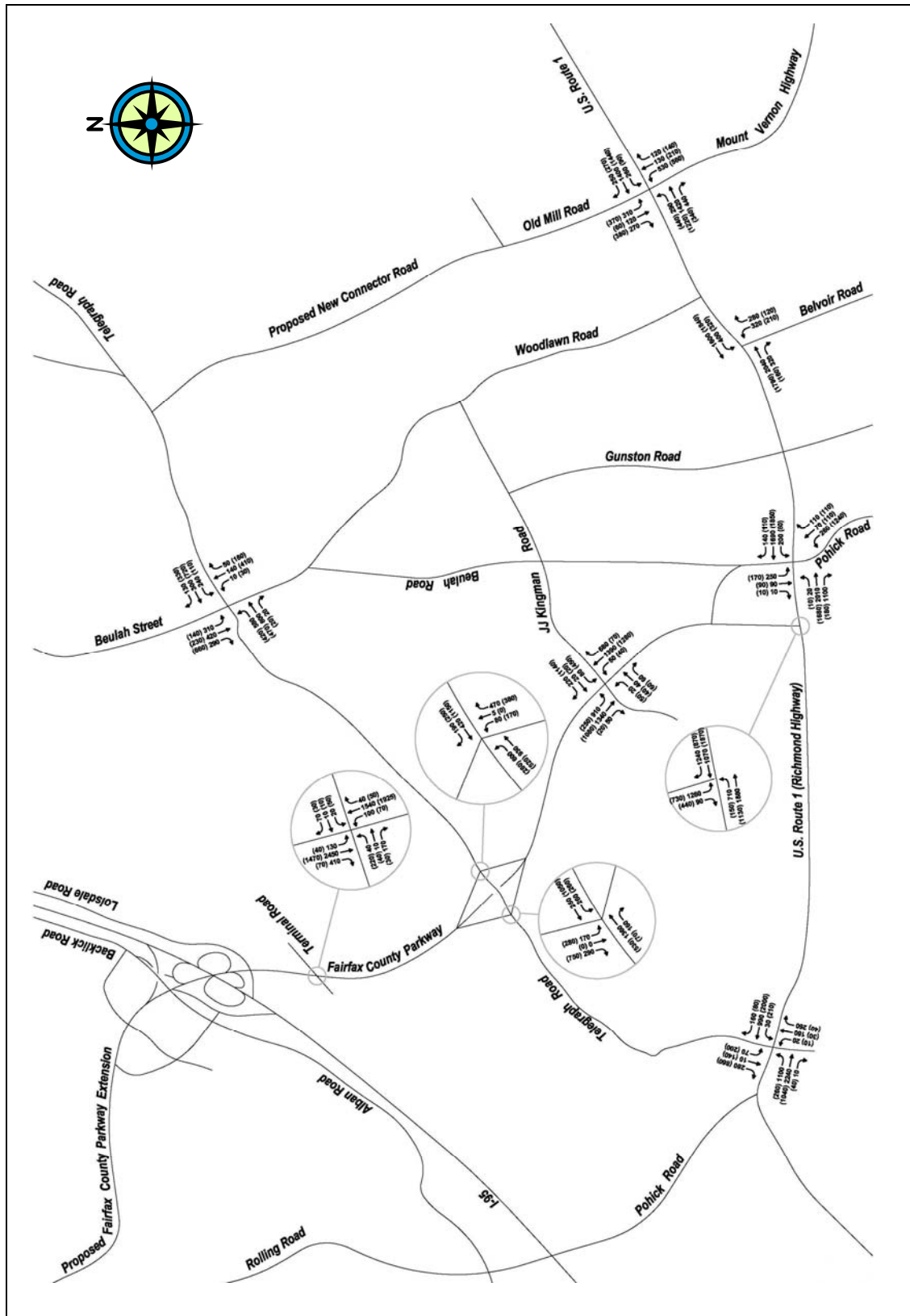
Key Locations Comparison Between Preferred Alternative and No Action Alternative—AM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-8



Key Locations Comparison Between Preferred Alternative and No Action Alternative—PM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-9

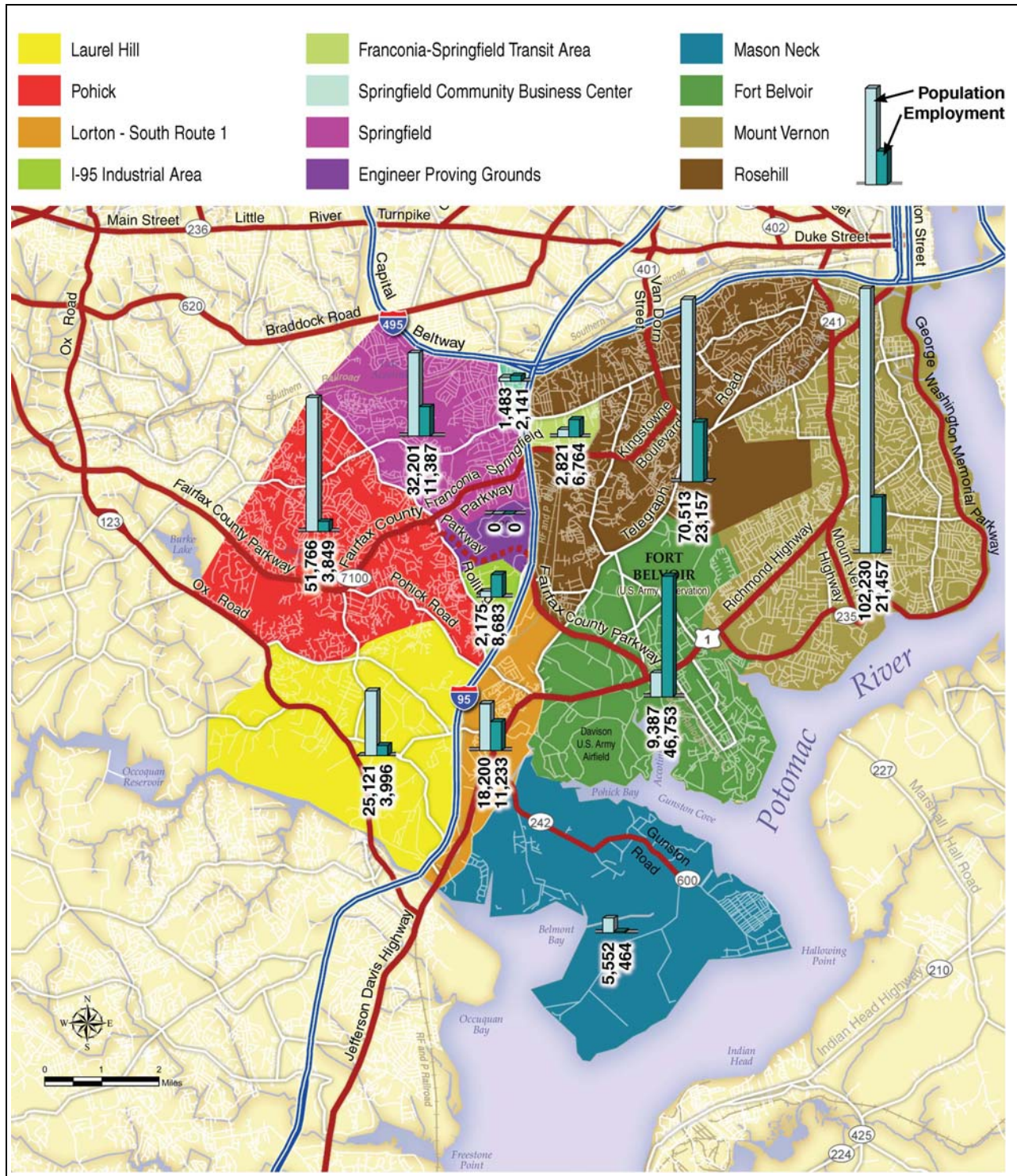


AM Peak Hour Turning Movement Counts for Preferred Alternative—North
Fort Belvoir, Virginia
Figure D-10



AM Peak Hour Turning Movement Counts for Preferred Alternative—South
Fort Belvoir, Virginia

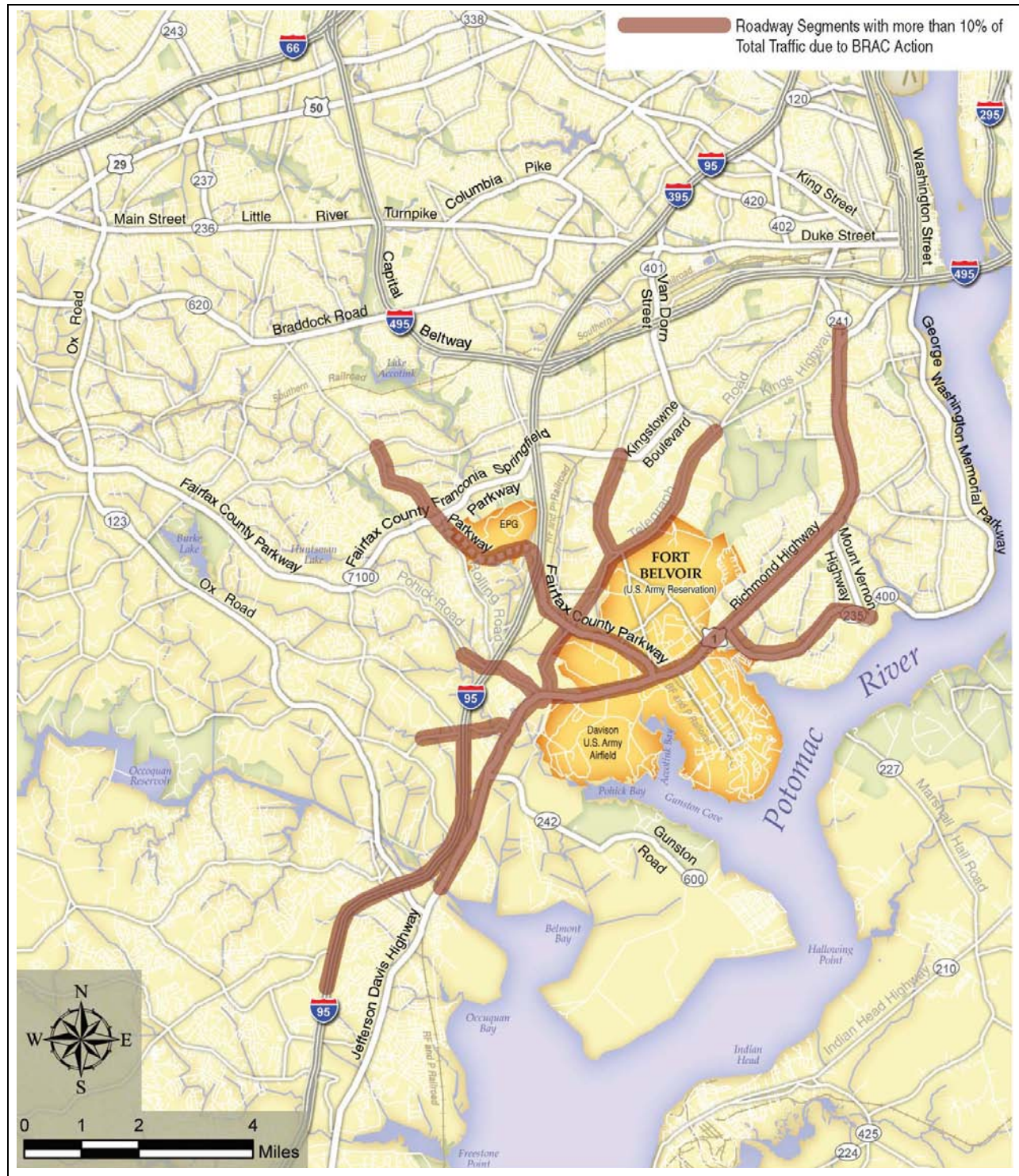
Figure D-11



LEGEND

- Interstate Highway
- Highway
- River/ Water

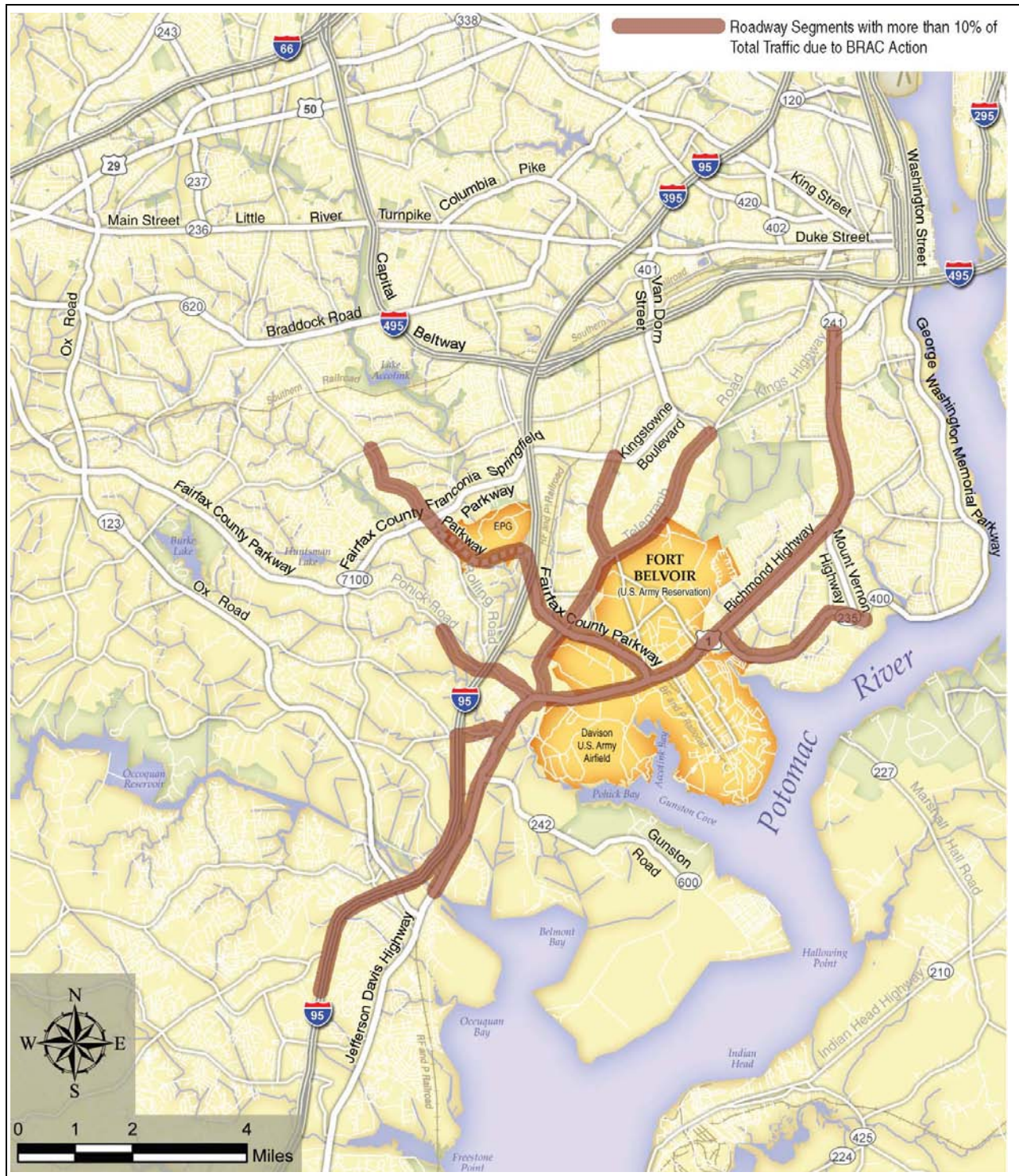
**Town Center Alternative
Population and Employment
Fort Belvoir, Virginia
Figure D-12**



AM Peak Period Influence Area Town Center Alternative

Fort Belvoir, Virginia

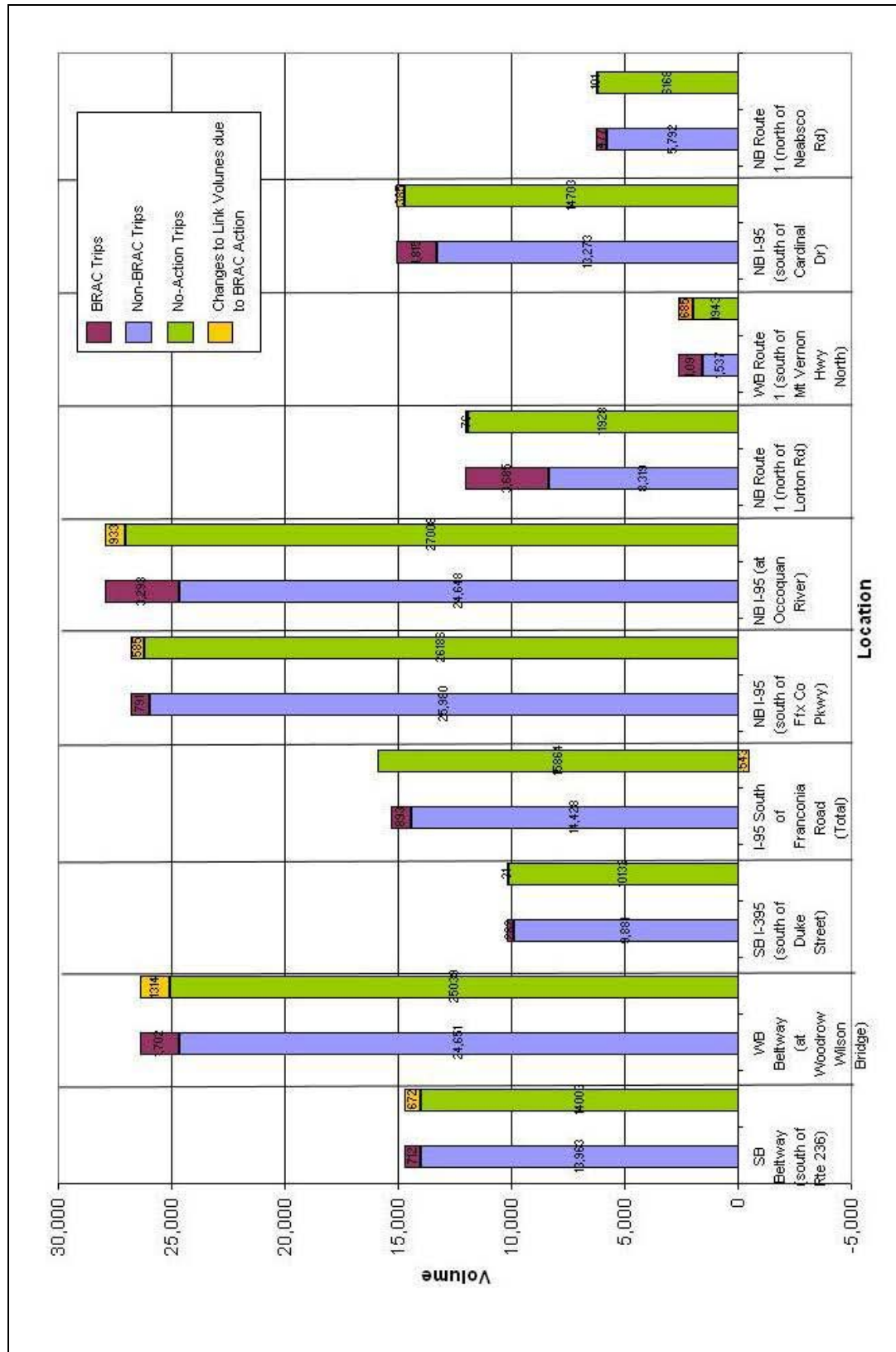
Figure D-13



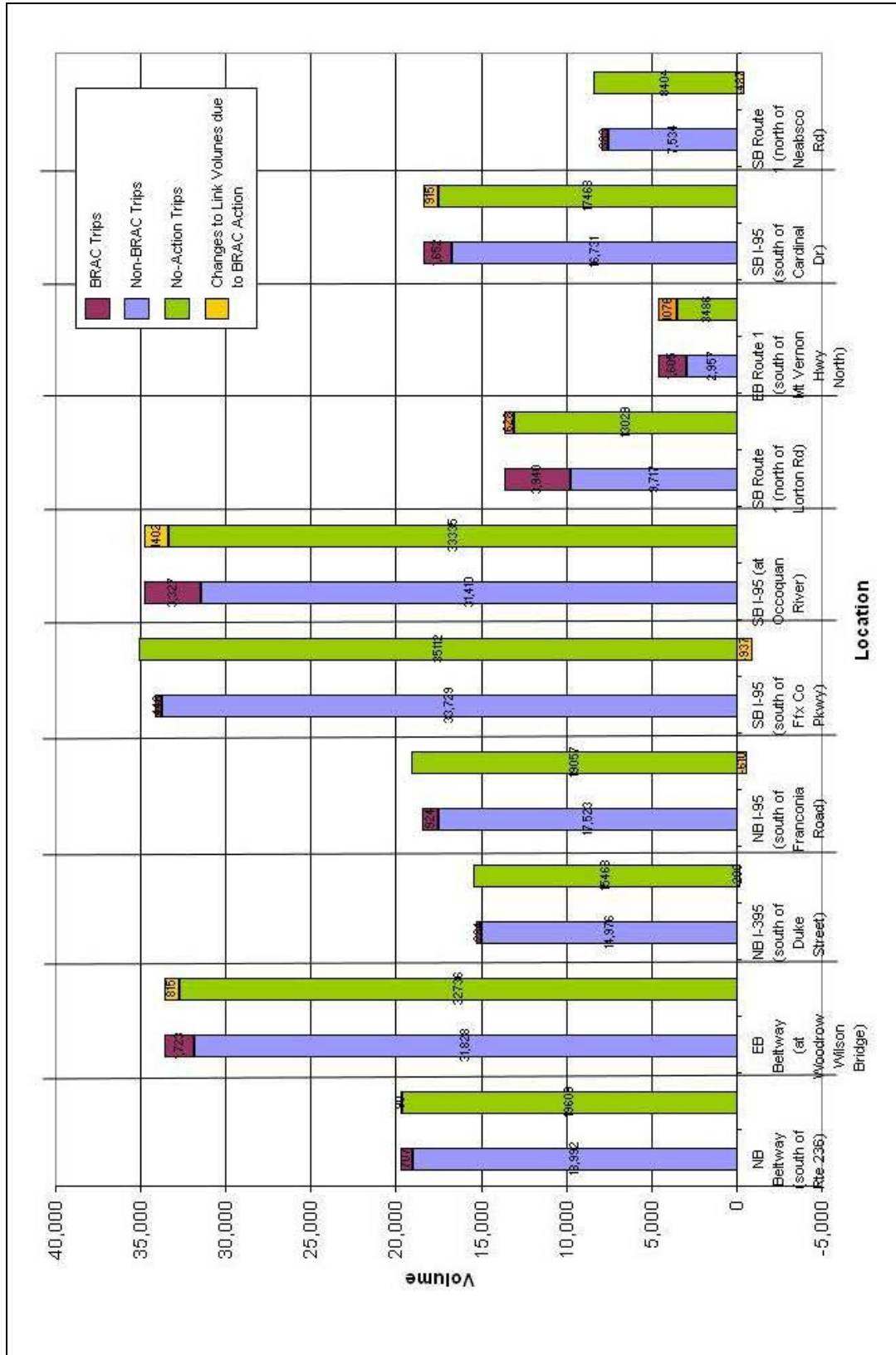
PM Peak Period Influence Area Town Center Alternative

Fort Belvoir, Virginia

Figure D-14

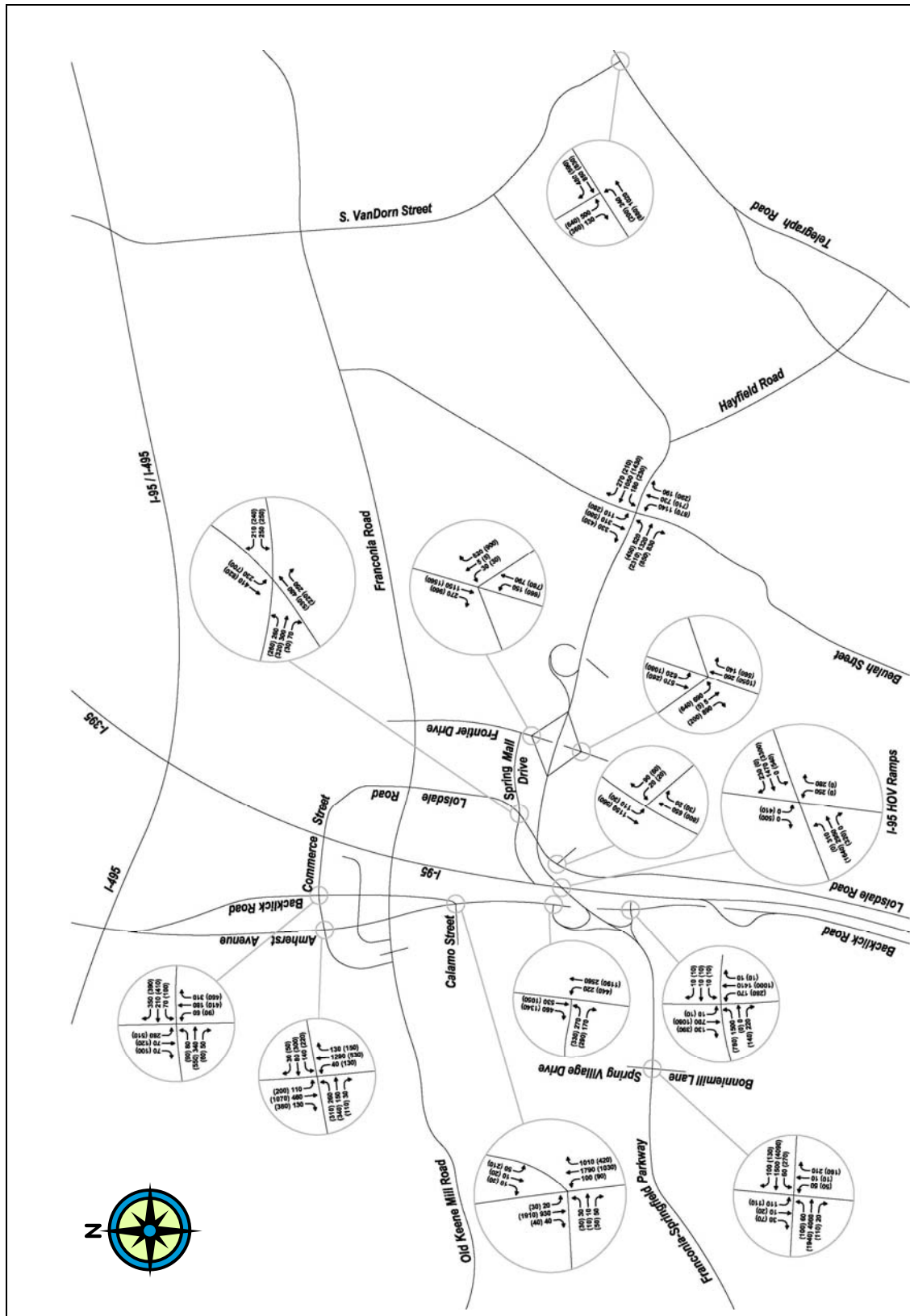


Key Locations Comparison Between Town Center Alternative and No Action Alternative—AM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-15

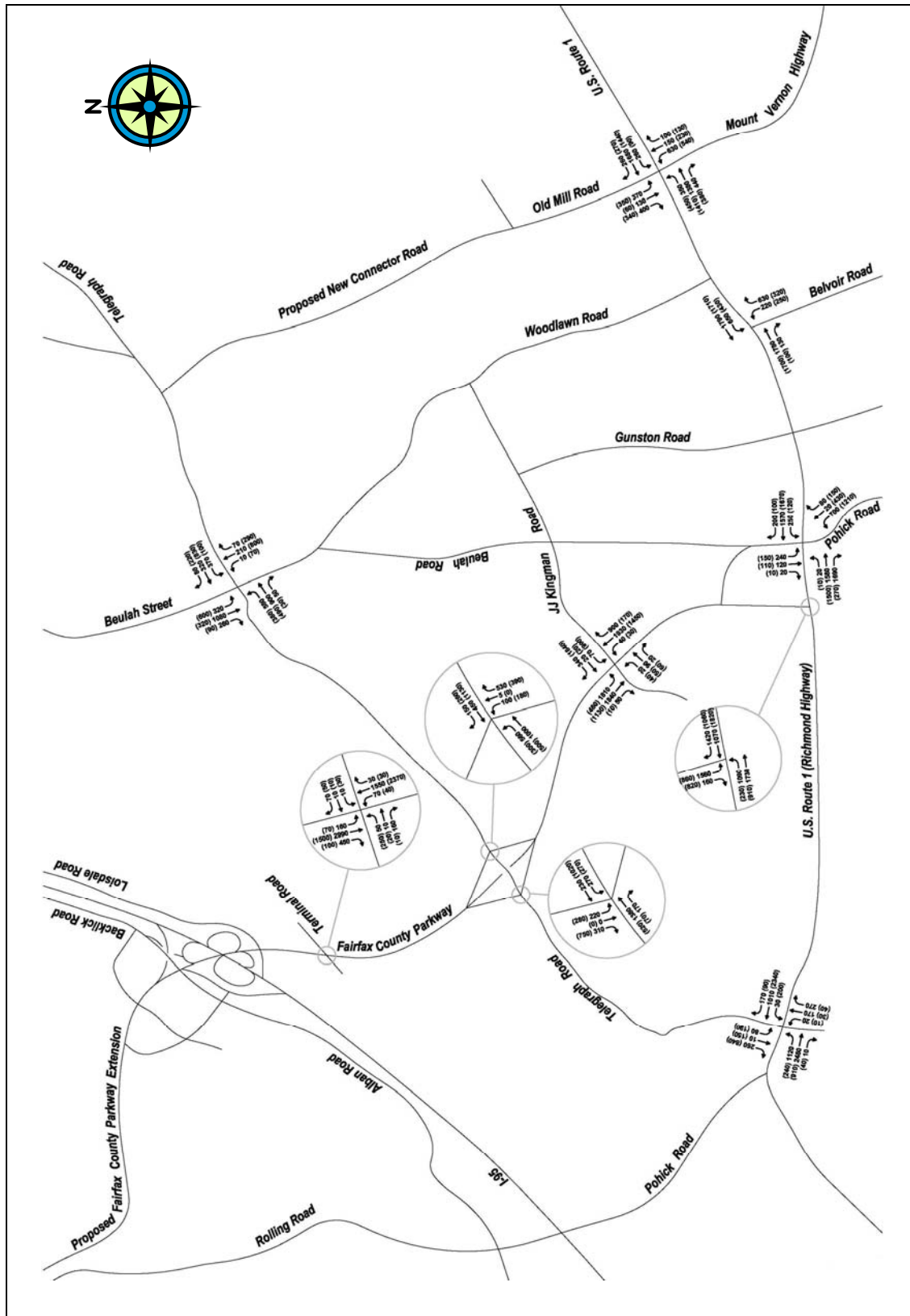


Key Locations Comparison Between Town Center Alternative and No Action Alternative—PM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia

Figure D-16

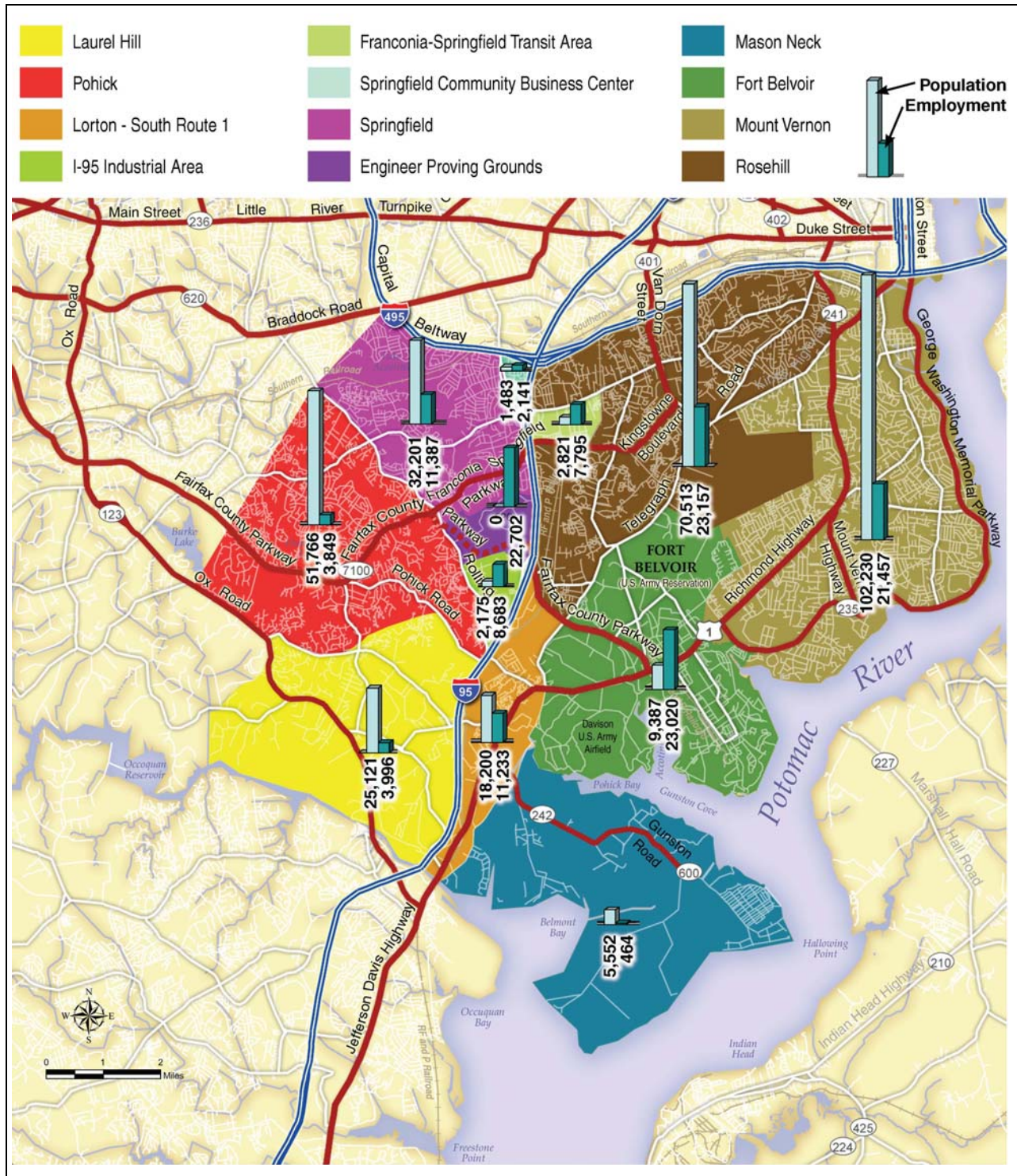


AM Peak Hour Turning Movement Counts for Town Center Alternative—North
Fort Belvoir, Virginia
Figure D-17



AM Peak Hour Turning Movement Counts for Town Center Alternative—South
Fort Belvoir, Virginia

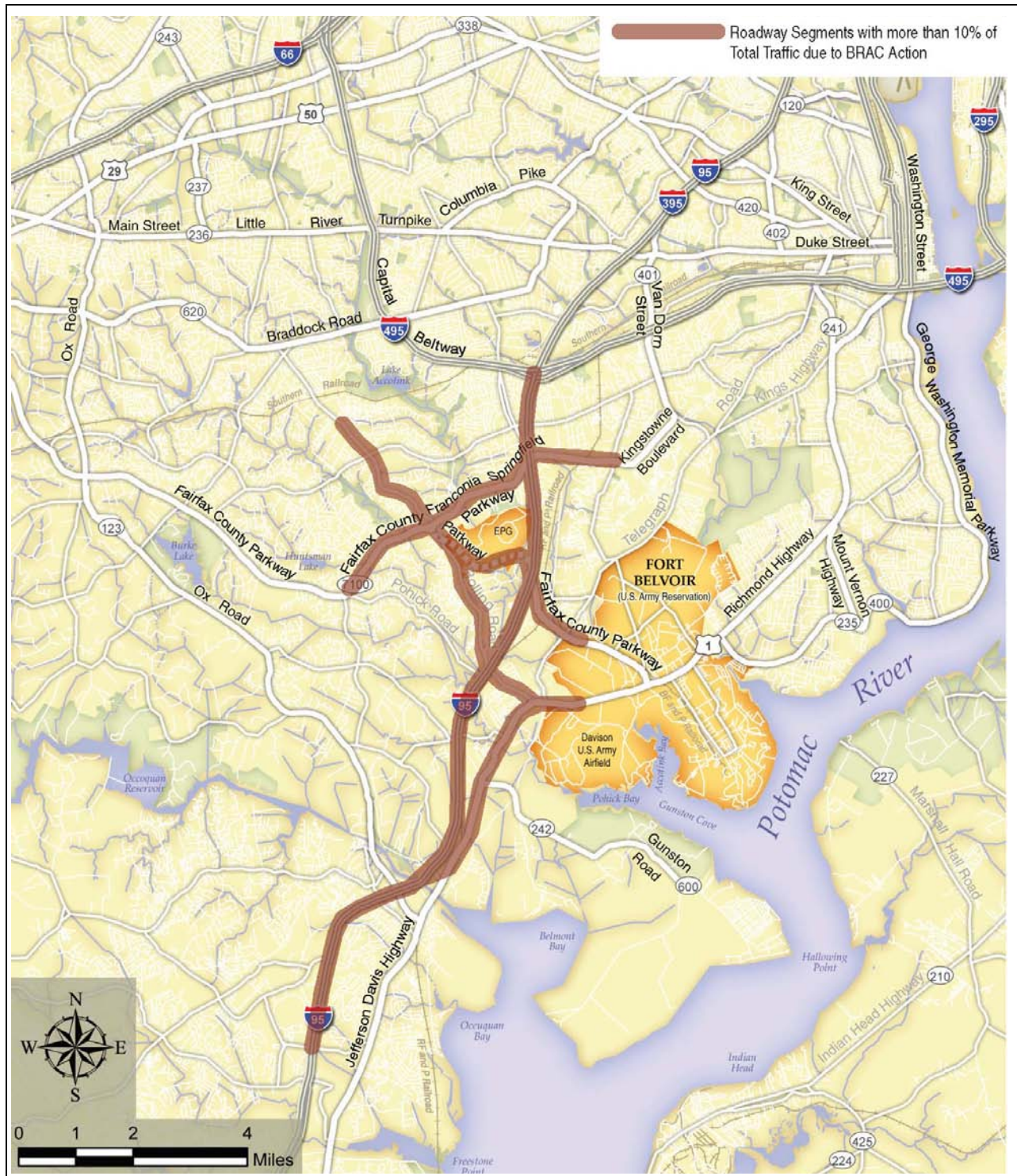
Figure D-18



LEGEND

- Interstate Highway
- Highway
- River/ Water

**City Center Alternative
Population and Employment
Fort Belvoir, Virginia
Figure D-19**



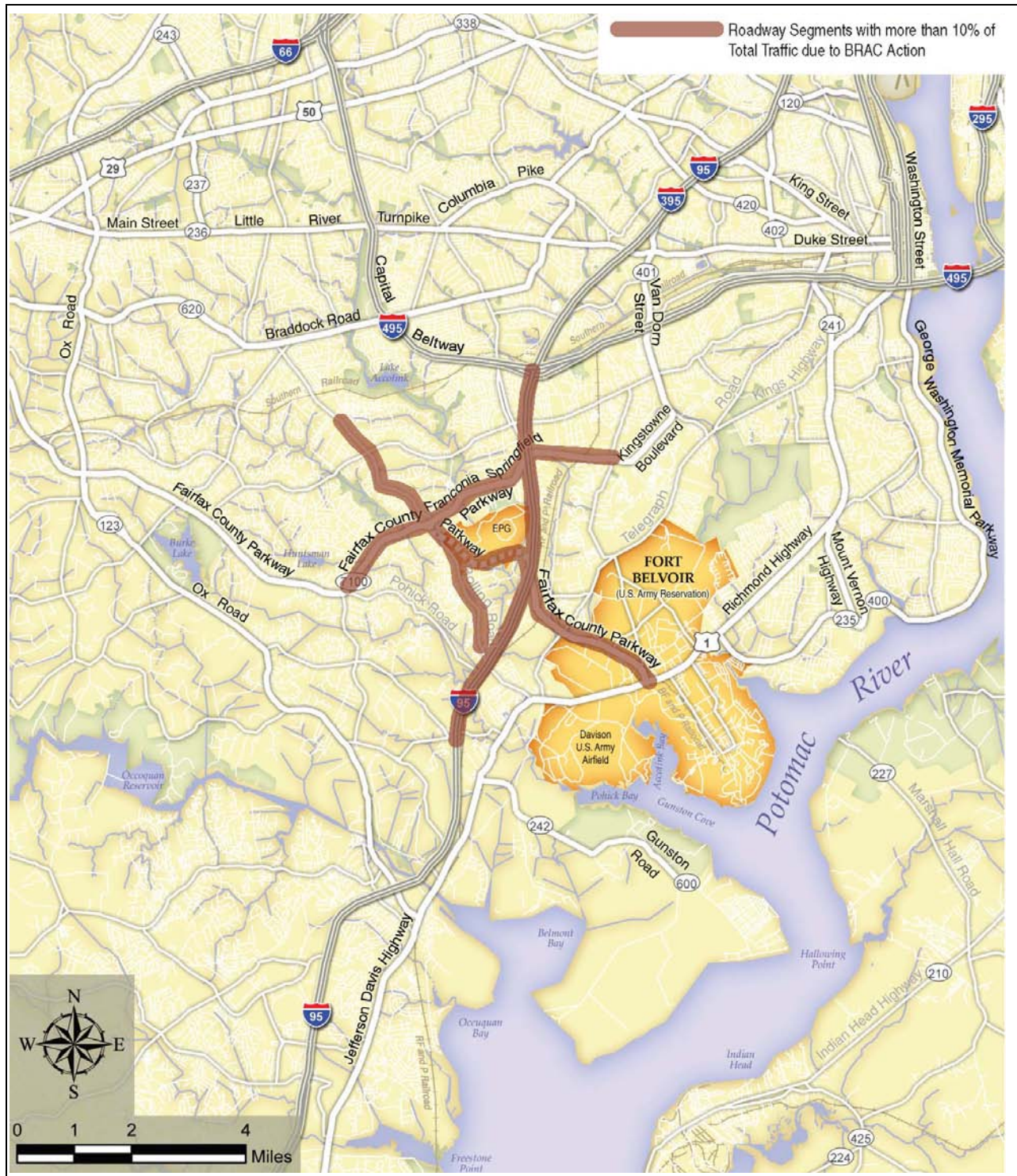
LEGEND

Blue River/ Water

**AM Peak Period Influence Area
City Center Alternative**

Fort Belvoir, Virginia

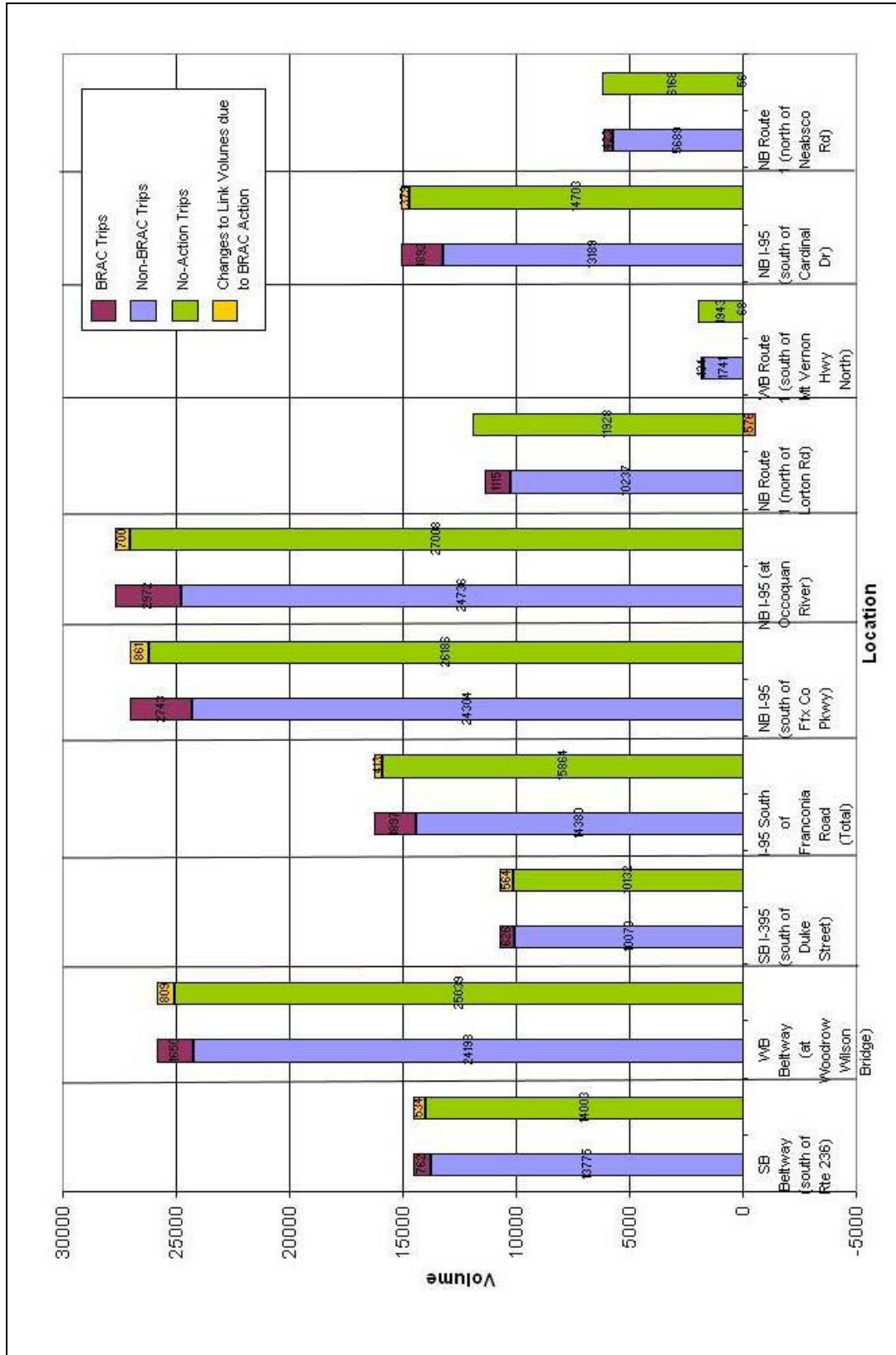
Figure D-20



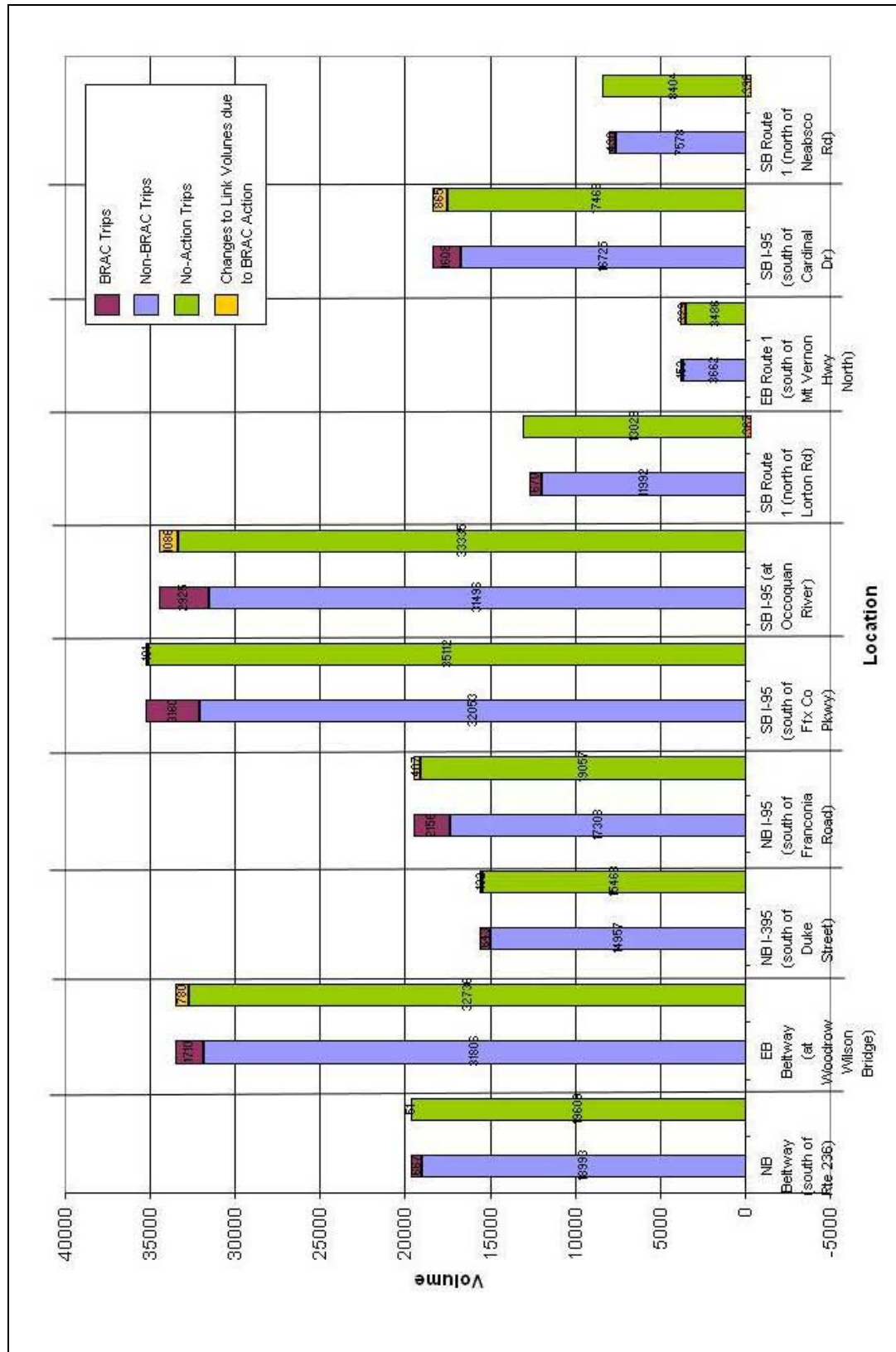
PM Peak Period Influence Area City Center Alternative

Fort Belvoir, Virginia

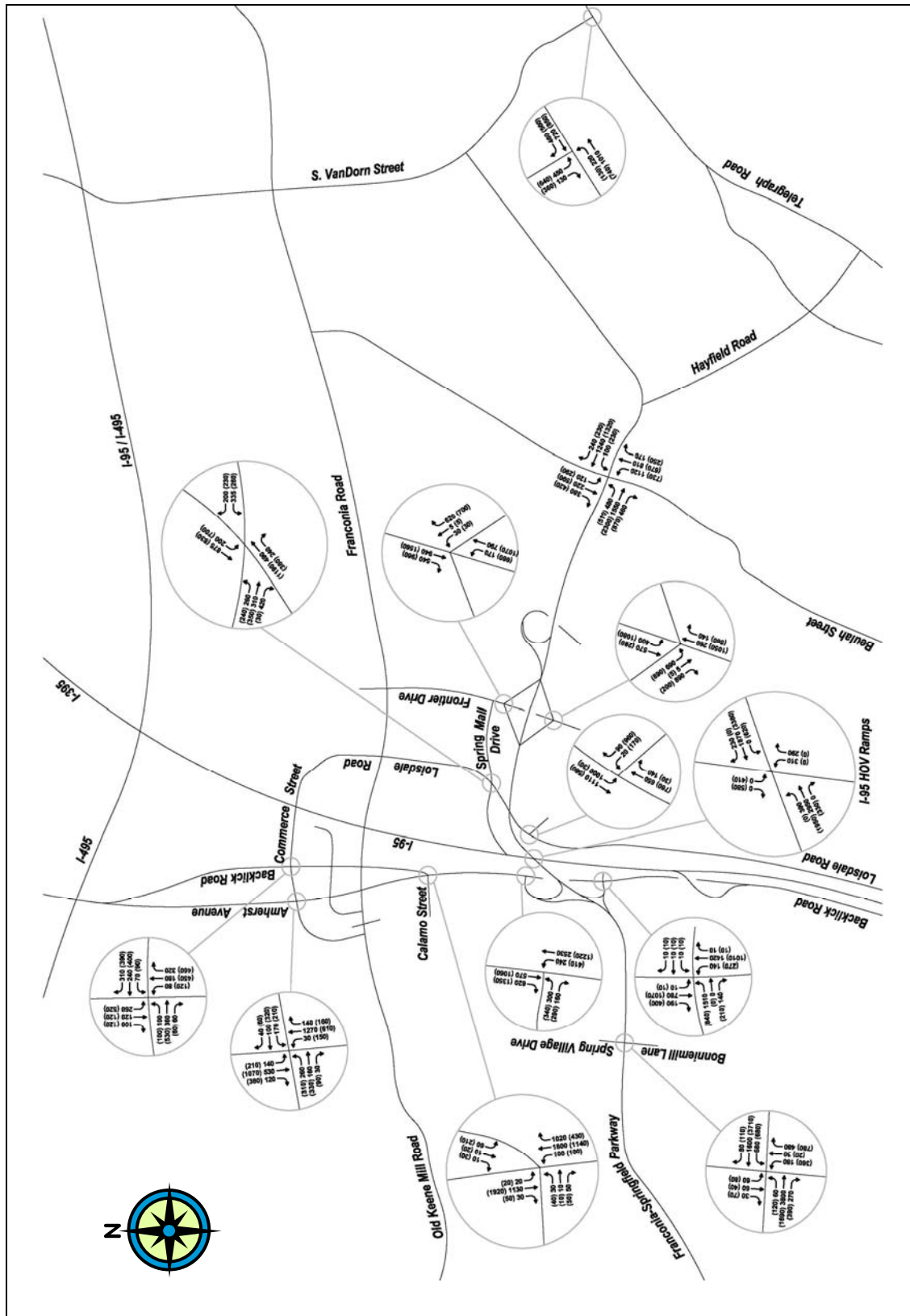
Figure D-21



Key Locations Comparison Between City Center Alternative and No Action Alternative—AM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-22

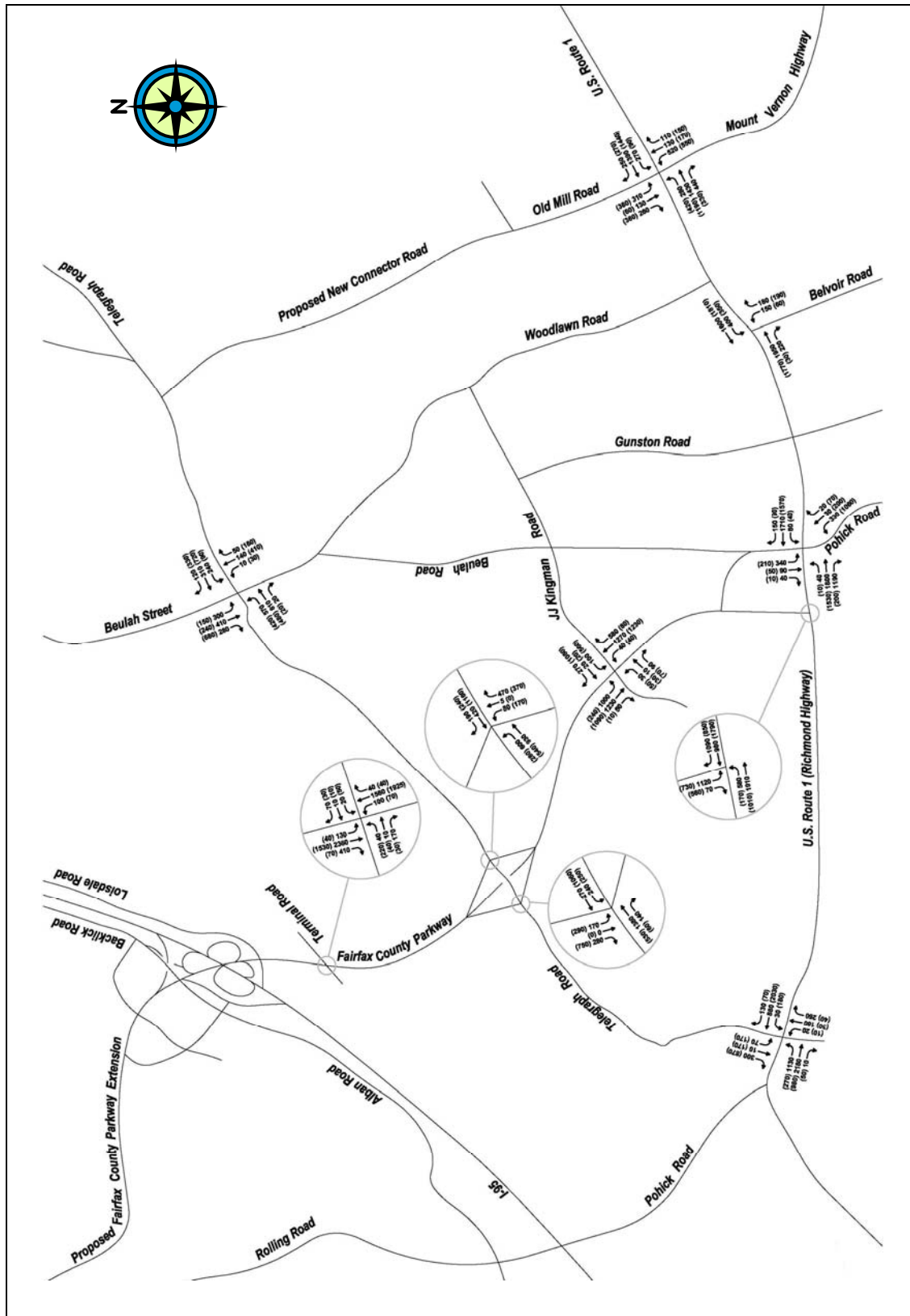


Key Locations Comparison Between City Center Alternative and No Action Alternative—PM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-23



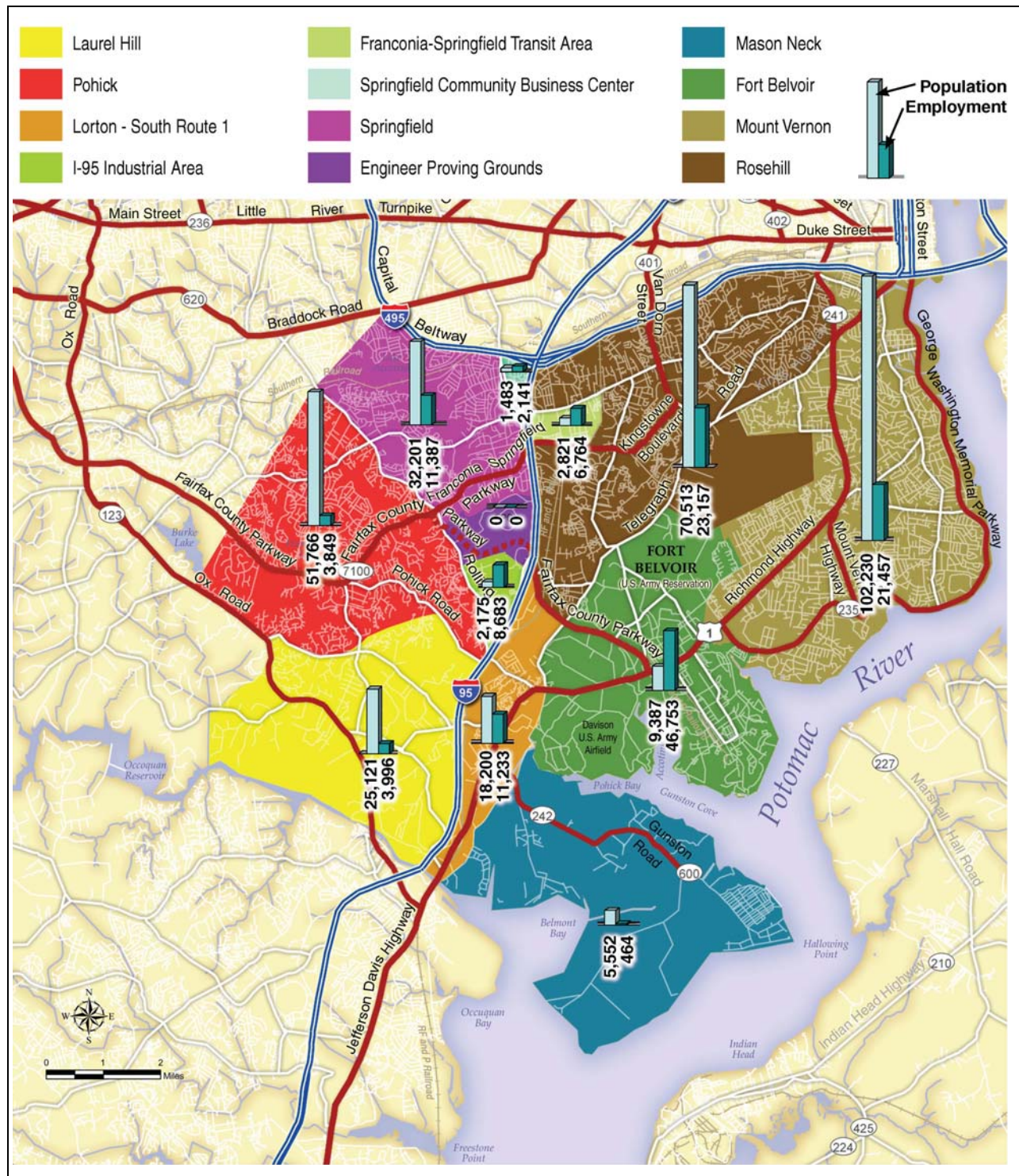
AM Peak Hour Turning Movement Counts for City Center Alternative—North
Fort Belvoir, Virginia

Figure D-24



AM Peak Hour Turning Movement Counts for City Center Alternative—South
Fort Belvoir, Virginia

Figure D-25



Satellite Campuses Alternative Population and Employment

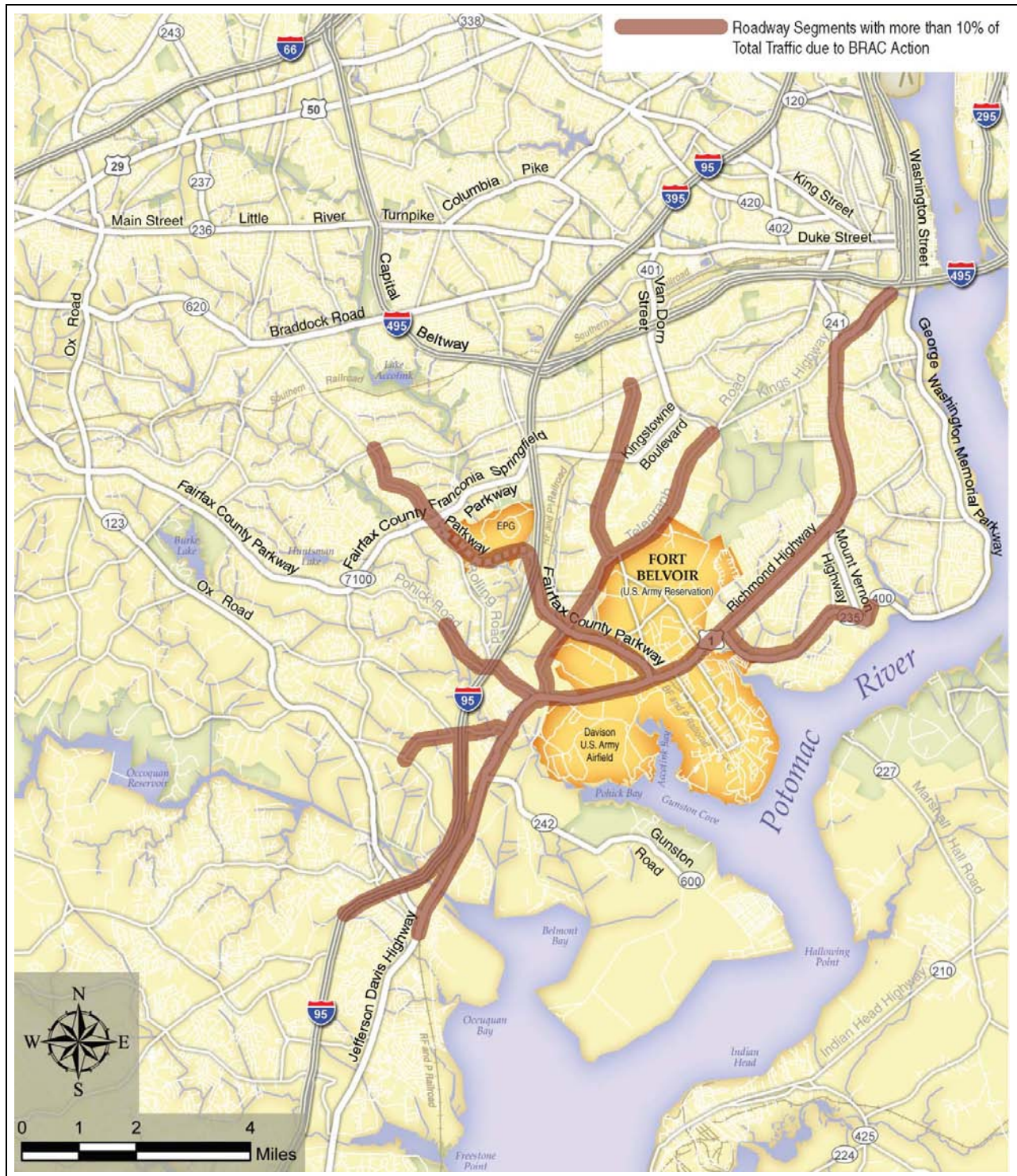
Fort Belvoir, Virginia

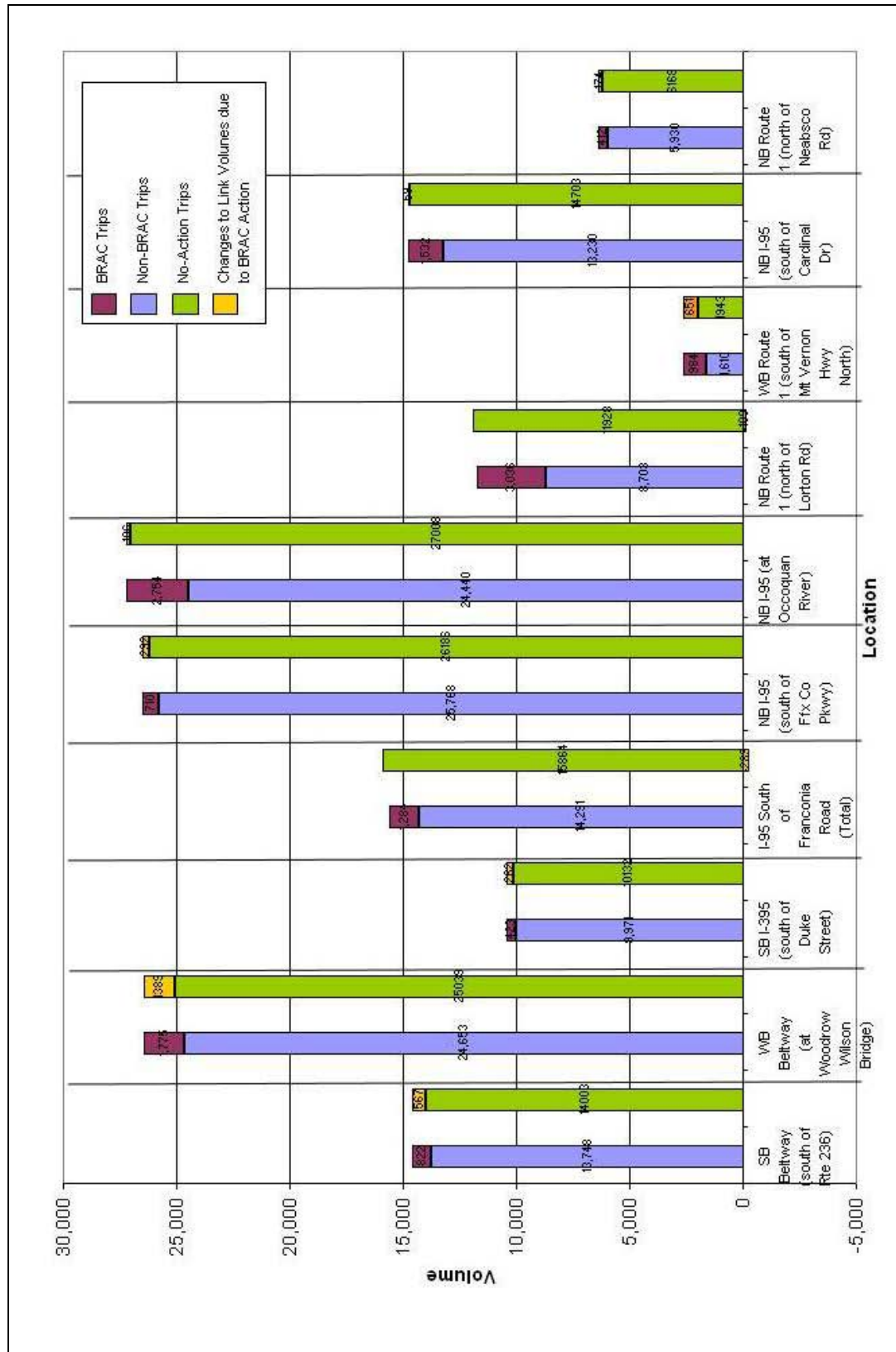
Figure D-26

 River/ Water

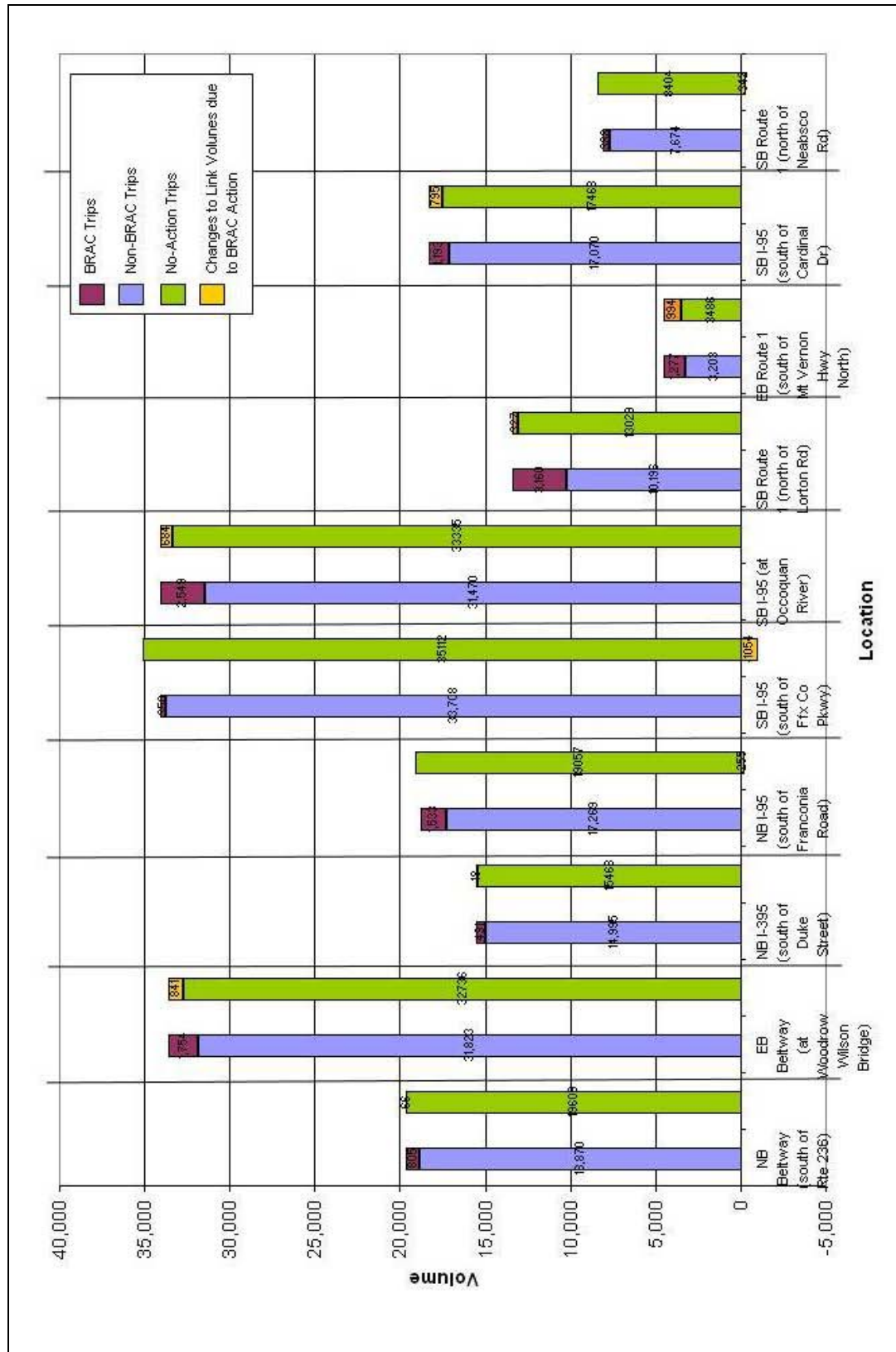
Fort Belvoir, Virginia

March 2007

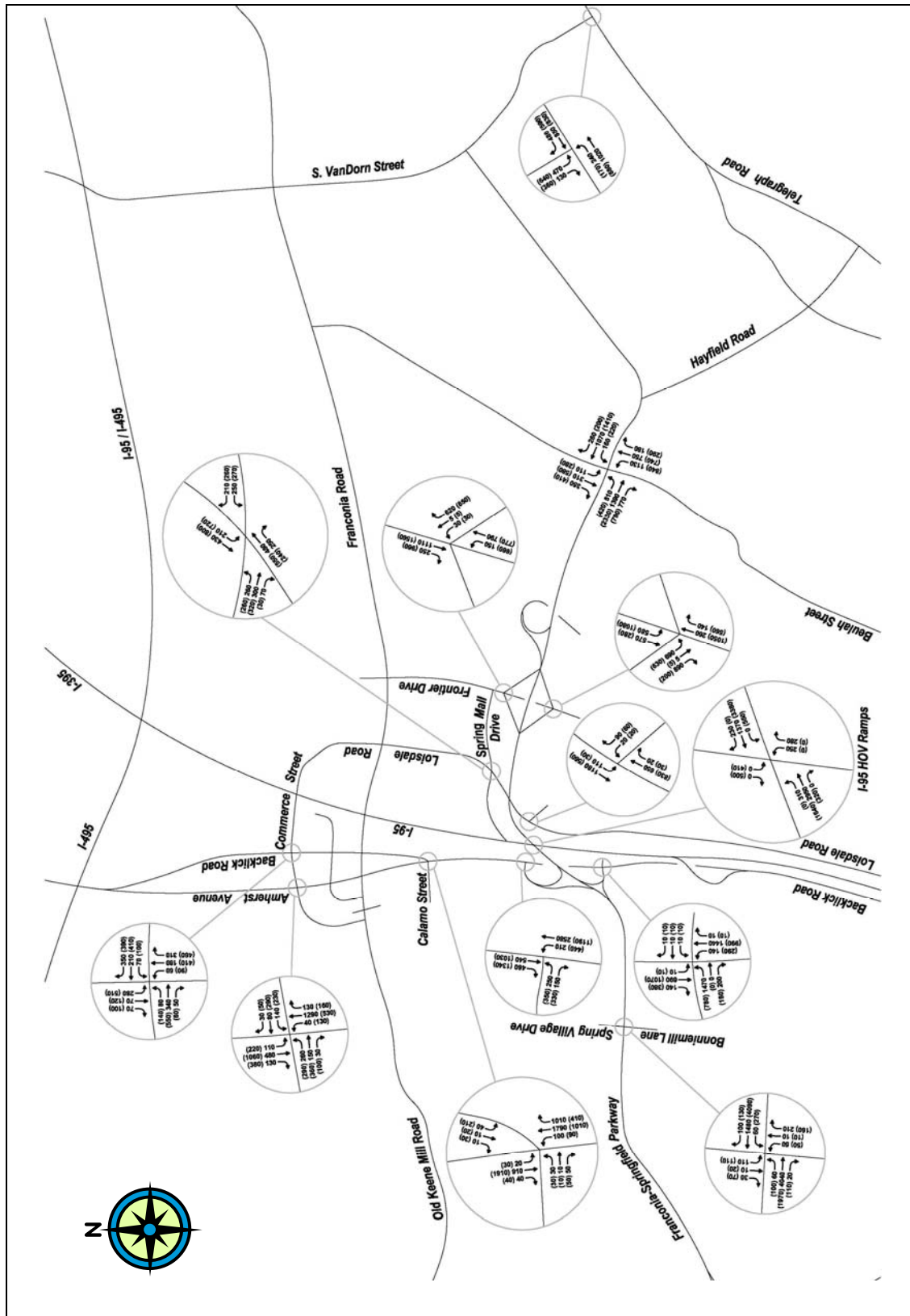




Key Locations Comparison Between Satellite Campuses Alternative and No Action Alternative—AM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-29

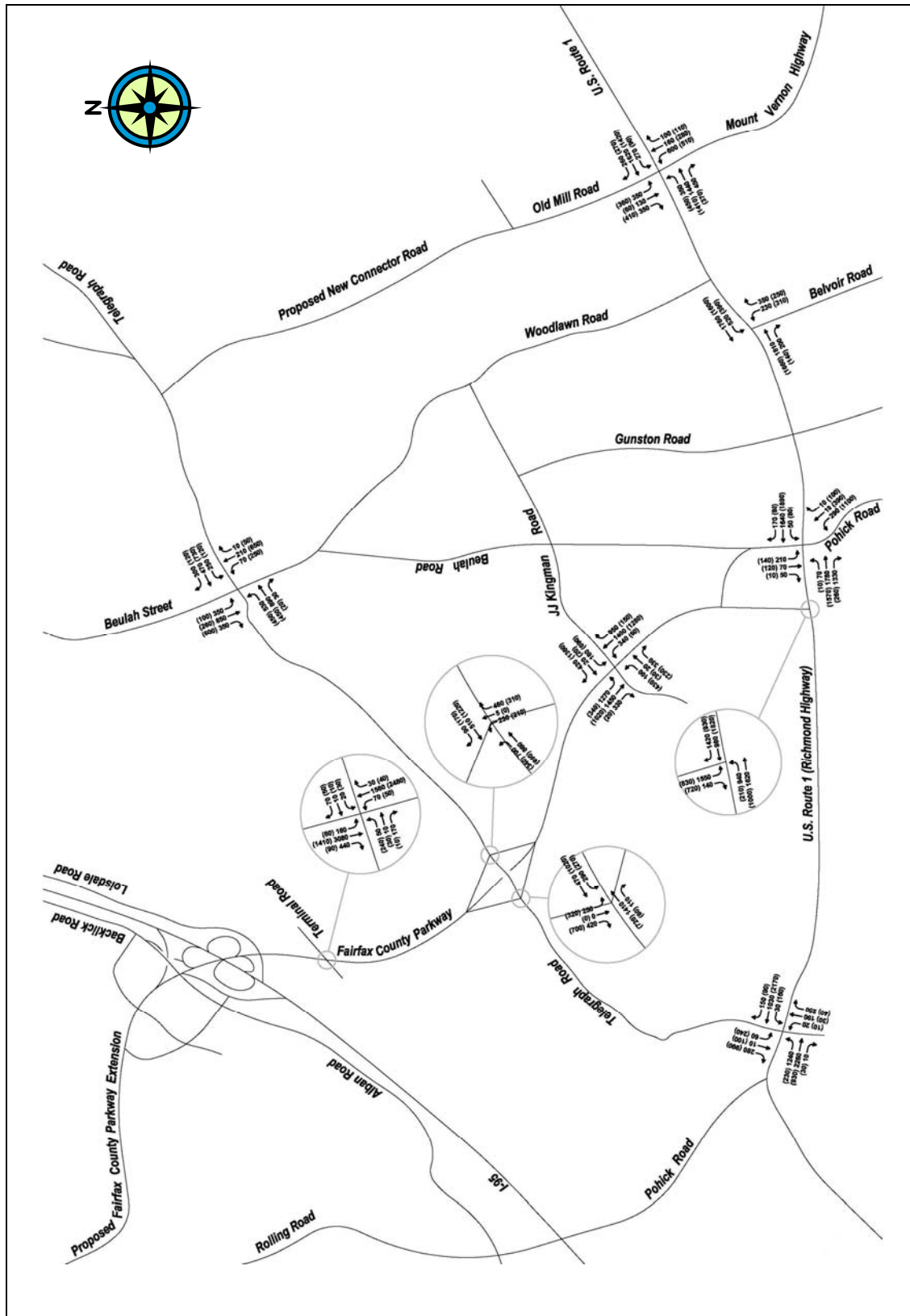


Key Locations Comparison Between Satellite Campuses Alternative and No Action Alternative—PM Peak Period—Trips Toward Fort Belvoir and EPG
Fort Belvoir, Virginia
Figure D-30



AM Peak Hour Turning Movement Counts for Satellite Campuses Alternative—North
Fort Belvoir, Virginia

Figure D-31



AM Peak Hour Turning Movement Counts for Satellite Campuses Alternative—South
Fort Belvoir, Virginia

Figure D-32